



DESIGN PUBLIC HEARING

TUESDAY, SEPTEMBER 17, 2019 AT 6:30 P.M.

AT

FOREST PARK MIDDLE SCHOOL AUDITORIUM
46 OAKLAND STREET
SPRINGFIELD, MA 01108

FOR THE PROPOSED

SUMNER AVE. AT BELMONT AVE. AND DICKENSON STREET (THE X)
INTERSECTION AND RELATED IMPROVEMENTS PROJECT
Project No.: 608717
Roadway Project Management Section

IN SPRINGFIELD, MASSACHUSETTS

COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

JONATHAN GULLIVER
HIGHWAY ADMINISTRATOR

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 Bryan Slack, Right of Way Bureau,
 MassDOT - Highway Division
 Bao Lang, District 2 Office,
 MassDOT - Highway Division
 Stephen Savaria, P.E., PTOE, Sr. Transportation Engineer,
 Fuss & O'Neill
 Nicholas Lapointe, P.E., Senior Transportation Engineer,
 Fuss & O'Neill
 Jonathan Allard, PLA, Landscape Architect,
 Fuss & O'Neill

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1 **P R O C E E D I N G S**

2 MODERATOR THOMAS CURRIER: Good
3 evening, everyone. Welcome to the Springfield Forest
4 Middle School. Tonight we're here to discuss the
5 intersection of Sumner Ave. at Dickinson Street and
6 Belmont Ave., the X.

7 My name is Tom Currier. I'm with
8 MassDOT out of Boston. I'm pinch-hitting tonight for
9 your project manager, Shawn Holland, whose dad is
10 gravely ill, and Shawn couldn't be with us tonight for
11 that reason.

12 You've met Walter. He means business.
13 So, we all have to talk one at a time. When you come
14 up to offer a comment, if you could just spell your
15 last name, introduce yourself and spell your last name
16 so he can get it correctly recorded and transcribed.

17 I know this is a big project, and
18 perhaps there's going to be a lot of discussion. So,
19 if we can just do it in a friendly manner. We're
20 really here to hear everything you have to say. No
21 one knows this intersection better than you. And we
22 will benefit greatly and the project will benefit
23 greatly from us learning what you have to tell us
24 tonight. So, good, bad, indifferent, I know there's

1 going to be people in favor of and not in favor of
2 what's presented. We want to hear it all, and let's
3 just do it one at a time so Walter doesn't yell at us
4 all night.

5 With me tonight from our District 2
6 Office is Bao Lang. He's our traffic engineer in
7 District 2, MassDOT District 2. And, Bryan Slack is
8 your --

9 AUDIENCE: We can't hear you.

10 MODERATOR CURRIER: You can't hear me?
11 Yeah.

12 STENOGRAPHER: I know it's a big echoey
13 room and it's difficult to hear. I need to run out
14 and bring in an amp to do that. Do you want to pause
15 for a moment?

16 MODERATOR CURRIER: Can you guys wait
17 for ten minutes? Thank you. I guess it will make our
18 evening go better.

19 (Brief recess off the record.)

20 STENOGRAPHER: Okay. Give it a shot.

21 MODERATOR CURRIER: Okay. Are we good?

22 STENOGRAPHER: Yeah.

23 MODERATOR CURRIER: All right. Thank
24 you for your patience, everyone. Much appreciated.

1 Can you hear me better now back there?

2 AUDIENCE: Sounds good.

3 MODERATOR CURRIER: Good. So, as I
4 said, I'm Tom Currier from MassDOT Boston. I'm here
5 on behalf of Shawn Holland and our Chief Engineer
6 Patricia Leavenworth to present tonight's project, the
7 reconstruction of Sumner Avenue at Dickinson Street
8 and Belmont Ave., the X, that six-way intersection
9 that you're all very familiar with I'm sure.

10 And, as I was giving the introductions,
11 your City Engineer Chris Cignoli, Bao Lang from
12 MassDOT District 2, traffic engineer. Bryan Slack is
13 MassDOT's Right of Way compliance officer here to
14 explain the right of way process. And I'm going to
15 get to Bryan in the next minute. And this is Nick
16 Lapointe and Jon Allard of Fuss & O'Neill. And that
17 distinguished looking gentleman right there is Steve
18 Savaria of Fuss & O'Neill. And there won't be any
19 acrobatics tonight.

20 I'm very grateful for all of you making
21 time to come out tonight because, as I was saying
22 earlier, your comments, thoughts, and criticisms of
23 our preliminary design is critical to the success of
24 the project. So, without further ado, I'm going to

1 ask Bryan to -- oh, I can't do that. I think you can
2 just speak to that thing.

3 STENOGRAPHER: No, you can sit. No,
4 stay where you are.

5 MODERATOR CURRIER: You can sit and
6 just talk, yeah.

7 STENOGRAPHER: Okay. Give it a shot.

8 BRYAN SLACK: Good evening.

9 When the Commonwealth, acting through
10 its Massachusetts Department of Transportation Highway
11 Division, indicated it would accept this \$11.5 million
12 project for funding, your municipality accepted
13 certain responsibilities. One of those
14 responsibilities is acquiring all the necessary rights
15 in private and public lands for the design,
16 construction, and implementation of this project.

17 My function is to review and recommend
18 procedures that your municipality will use in
19 acquiring these rights. The procedures used must
20 comply with both federal and state regulations.

21 The current design plans indicate that
22 there are two fee acquisitions, four permanent
23 easements, and 111 temporary easements required.

24 The property owners impacted by this

1 project will be contacted by your municipal officials.
2 They will present the proposed impacts to each owner
3 and discuss the methods with which they may acquire
4 the needed rights for the project.

5 Frequently, municipalities will appeal
6 for donations to minimize the acquisition cost for
7 your community. However, donations are not required,
8 and property owners are entitled to an appraisal,
9 review appraisal, and just compensation.

10 Right of way documents will be provided
11 to each owner to help them understand the acquisition
12 process and how the project affects their property.

13 Affected property owners' rights are
14 protected under our Massachusetts General Laws,
15 primarily Chapter 79. And, because this project is
16 receiving federal funds, the property owners' rights
17 are further defined under Title III of the Real
18 Property Act of 1970, as amended.

19 I will be happy to answer any general
20 questions concerning right of way activities during
21 the open forum, and I will be available after the
22 hearing for any specific questions you may have.

23 Thank you.

24 MODERATOR CURRIER: I do have a little

1 What we've been doing over that period
2 of time is doing final survey, getting the actual
3 designers on board, and getting to this phase of the
4 design. We worked through MassDOT with the 25
5 percent, reviewed their comments. And whatever
6 comments we receive tonight or we receive in writing
7 from you following this meeting we will look at and
8 see what needs to be incorporated into the project.

9 As you move forward, if there are any
10 comments that you have, please get them on the record
11 with MassDOT. In the handout, there is a way to get
12 it into MassDOT. So, please do that. We need to have
13 an official record of it.

14 Other than that, we encourage you to
15 come up with any comments that you have for tonight so
16 we can make sure we are able to address them moving
17 forward on this project.

18 Thank you.

19 MODERATOR CURRIER: Thank you, Chris.

20 Yeah, I'd like to just reinforce what
21 Chris says. There's handouts at the sign-in sheet.
22 And I'd like to reiterate that if you'd like your
23 presence known tonight officially, please sign in on
24 that and let us know how you heard about the meeting.

1 We're always trying to improve our communication with
2 the public when we do these. And, as Chris said, your
3 comments are critical to the success of the project.

4 I mean you're speaking tonight. That's
5 all recorded. That's why Walter's here. And the
6 designers use the recording to capture the comments.
7 And if you don't feel like talking on a microphone
8 tonight in front of everybody, that's fine, too. We
9 have a handout. On the back of the handout is a
10 little form. You can write your comment down on that
11 and send it into us. It's addressed to MassDOT in
12 Boston. And we'll receive that and incorporate that
13 into the official transcript as well.

14 And so now the fun part. Now we'll get
15 to hear from Steve Savaria and Fuss & O'Neill

16 STEPHEN SAVARIA: Thanks, Walter.
17 Thank you, Chris.

18 We've already been through our
19 introductions. I just want to go over a history of
20 the public outreach on the project to date.

21 There had been two public meetings
22 during the planning phase of the project where
23 alternatives to the various features of the project
24 were discussed.

1 The City, along with Fuss & O'Neill,
2 presented the conceptual plans, basically the
3 preferred concept plan, to the Forest Park Civic
4 Association in 2017.

5 All the abutting property owners within
6 the project limits were sent letters soliciting input
7 and comments. Those comments were received, and
8 responses were sent out from Springfield DPW.

9 The project team is my firm, Fuss &
10 O'Neill, has a contract with the City to provide the
11 design of the project. That means we will prepare all
12 of the contract documents so that the project can be
13 constructed.

14 The project will then be constructed by
15 MassDOT under a construction contract that they will
16 bid and award. And because MassDOT is responsible for
17 the proper application of state and federal funding
18 for the construction of the project, they have review
19 responsibility over the plans, and specifications, and
20 the contract documents. So, everything has to be
21 designed and all of the plans and documentation has to
22 be prepared according to MassDOT standards.

23 This is an overview of the project
24 area. Sumner Ave., from just west of the entrance to

1 Forest Park, Main Greeting Road, out to just east of
2 Ormond Street.

3 Belmont Avenue from just north of
4 Burlington and just south of Ormond Street.

5 And, Dickinson from just north of
6 Burlington down to just south of where Cliftwood comes
7 out.

8 That is the project area. This entire
9 roadway system is going to be reconstructed.

10 Why do we need this project? There's
11 well documented issues with intersection safety. And
12 I will get into that in a little more detail.

13 Man, this thing is hot.

14 We have big problems with congestion
15 and delay, especially during the peak commuting times,
16 long queues of traffic backups and congestion.

17 There are cut-through -- there's a
18 large volume of cut-through traffic through
19 neighborhoods to avoid the congestion in the X
20 intersection.

21 The project area, in general, lacks
22 adequate pedestrian facilities for crossing, for safe
23 crossing of the major roadways in the project area.

24 There is virtually no bicycle

1 accommodation through the entire project area. And,
2 as a requirement of MassDOT and Federal Highway's
3 Complete Streets policy, we must provide bicycle
4 accommodation. We must provide equal accommodation
5 for all modes.

6 And, all of the signal equipment, the
7 existing signal equipment in the project area is
8 obsolete. It's prone to failure. And it can't be
9 readily maintained.

10 So, on the issue of intersection
11 safety, Pioneer Valley Planning Commission, our
12 regional planning agency, periodically does reports of
13 high accident locations. They maintain the database
14 of crash locations and the crash records which they
15 obtain from the Registry and MassDOT. And they
16 periodically issue these reports, which identify what
17 they call crash clusters. And this particular
18 intersection, the X, is the number one in terms of --
19 in the region -- in terms of the frequency of crashes
20 at this location relative to the amount of the volume
21 of traffic. And, three of the other intersections
22 made the Top 100 on the list. So, this entire project
23 area has got some serious safety deficiencies that
24 need to be improved upon.

1 So, what are our goals? Our goals are
2 to address all of those issues. So, we want to make
3 the project safe.

4 We want to make it multimodal so that
5 pedestrians, bicycles, vehicles, and transit are all
6 accommodated adequately.

7 We want to make it walkable as an
8 improvement to the neighborhood. We want to -- an
9 enhancement of the residential and business
10 properties, we want to make it easy and safe to walk
11 around the neighborhood, and, you know, cross the
12 various streets and get to where pedestrians need to
13 go.

14 We want to make it livable. We want to
15 enhance the environment of the project area to make it
16 more conducive to further economic development and
17 just make it a nicer place to live.

18 And we want to make it sustainable so
19 that going into the future that these improvements
20 will continue to benefit the community.

21 So, we're going to implement
22 improvements to increase intersection safety; improve
23 operations, vehicular, and pedestrian, and bicycle
24 operations through the project area to reduce

1 congestion and delay.

2 We want to improve the operation of the
3 major intersections so that it will discourage cut-
4 through traffic.

5 And, we're going to provide updated
6 pedestrian facilities: walks, ramps, crossings. We
7 have a couple of pedestrian plazas designed into the
8 project.

9 We want to have bicycle accommodation
10 on all the streets in the project area, whether that's
11 through exclusive bike lanes or through shared lanes
12 with vehicular traffic.

13 And, we want to replace all of the
14 signal equipment with upgraded state-of-the-art
15 equipment.

16 So, our scope is we're going to -- we
17 have kind of a redistribution of traffic around the X
18 to improve -- to alleviate the congestion. And we'll
19 talk more about that.

20 We have new traffic signal equipment
21 that's going to provide for coordinations, which means
22 that we're going to be able to provide progression
23 through the numerous intersections up and down Sumner
24 Avenue so you don't have to stop at every one.

1 We're going to provide bicycle lanes,
2 five-foot bicycle lanes, where it's feasible.

3 And, currently in the plan, there's a
4 multi-use path through Forest Park extending from
5 Cliftwood Avenue, the end of Cliftwood Avenue, through
6 the park and out past the tennis courts and out
7 opposite Oakland Street. That path is kind of already
8 there through the woods, but we're going to provide a
9 paved multi-use path so there's an alternative route
10 for pedestrians going to and from Sumner Avenue and
11 Dickinson.

12 We're going to provide new pedestrian
13 facilities, walkways, furnishings, landscape,
14 streetscape.

15 And we're going to improve pedestrian
16 accessibility. We're going to provide accessible
17 crossings of all the streets in the neighborhood. And
18 all of the pedestrian facilities, all of the walkways
19 in the project, will be fully ADA compliant.

20 And, at many of the intersections, both
21 signalized and unsignalized along Sumner Avenue, we're
22 going to provide auxiliary turning lanes, left and
23 right turning lanes, which will allow vehicles that
24 are stopped, waiting to make turns, to queue in areas

1 that are outside the through traffic lane so that they
2 don't impede through traffic progression.

3 The project schedule: The project is
4 currently under design. We are at the 25 percent
5 stage now. Those plans were submitted last year.
6 They were reviewed by MassDOT. We've gone through
7 their comments. We've had comment resolution. There
8 are some issues still to be resolved, but most of them
9 have already been incorporated into the design.

10 We are here to have the Design Public
11 Hearing, which is the major milestone of the 25
12 percent stage. And, we're going to go, after this
13 hearing and the solicitation of public input from this
14 hearing, we are going to go into final design. And
15 there are three stages of final design: 75 percent,
16 100 percent, and final plans, specifications, and
17 estimates before we get to the actual contract
18 documents. So, that's going to take another two
19 years.

20 And then the project is currently
21 scheduled for the application of the state and federal
22 funding for construction for fiscal year 2024. Now,
23 that could change depending on how soon the contract
24 documents are ready. But the actual programming of

1 those funds is under the control of the regional
2 planning agencies and the Joint Transportation
3 Committee. And they meet every year to prioritize
4 projects, to arrange them as the availability of
5 federal funds allow.

6 This region only gets about \$30 million
7 total for the region every year for projects that are
8 on the Transportation Improvement Program. So, this
9 \$11 million project is a big chunk of that. And so
10 projects have to be kind of moved around and
11 prioritized in order to allocate all that funding in
12 any given fiscal year.

13 And the project construction duration
14 is probably going to be two full construction seasons.
15 Normally, what happens is the majority of the
16 construction takes place during the first construction
17 season, and then it gets finalized and final
18 improvements are made in the second construction
19 season.

20 During construction, there will be
21 traffic impacts. But there will be a traffic
22 management plan to reroute so that traffic will still
23 be able to flow throughout the project area. A
24 minimum of one lane of moving traffic in each

1 direction is going to be maintained at all times.

2 Access to all the abutting properties
3 and businesses will be maintained at all times
4 throughout the duration of construction. There will
5 be temporary closures, possible full street closures,
6 lane closures, occasional rerouting, detours, and
7 pedestrian detours as well as construction is going
8 along. But, in general, the project area will remain
9 open for traffic.

10 Alternatives are analyzed during the
11 project planning phase. So, the preferred
12 alternatives that we are presenting here tonight
13 represent kind of the culmination of that planning
14 process that analyzed different alternatives. So,
15 what we have here is what's kind of been accepted as
16 the preferred alternative.

17 Okay. So, there's a lot of text on
18 this slide. But, what I can do is go to the plan and
19 hopefully read it.

20 So, in all of this text here, all of
21 the description of the improvements is actually in
22 your handouts.

23 For the X intersection, Belmont Avenue
24 on the north side is going to be one-way only

1 northbound until we get to Burlington. And on the
2 south side, it will be one-way southbound out past the
3 CVS to Ormond Street. That will eliminate any Belmont
4 Avenue through traffic going through the intersection.
5 And it will be rerouted around to the other streets in
6 the area. The Belmont Avenue northbound traffic -- I
7 mean southbound traffic -- will be rerouted to Oakland
8 Street. Possibly, some of it will be distributed over
9 Burlington and down to Dickinson, and the Belmont
10 Avenue northbound traffic will be rerouted to Oakland
11 Street to come out onto Sumner Avenue there at a new
12 signalized intersection at Oakland -- I mean Ormond
13 Street.

14 There will be an exclusive left turn
15 lane to allow traffic headed westbound on Sumner
16 Avenue to turn onto Dickinson. And the Dickinson
17 southbound approach will be allowed to turn left and
18 right at the intersection.

19 And because we only have one-way
20 traffic flow on Belmont Avenue on either side, we now
21 have the opportunity to take some of that pavement
22 that's there now and turn it into pedestrian plazas,
23 which we'll talk about more.

24 So, this is the north side of Belmont

1 Avenue. The intersection with Burlington will be
2 configured as a small roundabout. It will still be
3 large enough to turn large vehicles, trucks, if they
4 need to make whatever moves they need to make. The
5 center of the island will be flush to allow that to
6 happen. But passenger vehicles will still be
7 channelized around the roundabout. So, all movements
8 will be able to be made at that roundabout.

9 Belmont Ave. south of the X will be
10 one-way southbound coming out of the intersection.
11 Again, another mini-roundabout to be constructed at
12 this location. Two-way traffic from that point on and
13 northbound traffic on Belmont will be redirected to
14 Ormond Street.

15 This is Sumner Avenue west of the X.
16 The current signal at Lenox Street will be relocated,
17 and now Cliftwood Street will have the signalized
18 intersection to allow for traffic to -- that's
19 bypassing the X to exit out onto Sumner Avenue. Lenox
20 Street will be one-way southbound, so that's a
21 reversal of the one-way pair that we have there now.

22 And so this Cliftwood Street
23 intersection will be under traffic signal control.
24 There will be left turn lanes introduced for the Taco

1 Bell entrance and also for heading southbound into
2 Lenox Street -- I mean westbound into Lenox Street and
3 eastbound into Belmont.

4 So, this is a comparison of the cross-
5 section on Sumner Avenue west of the X. So, right
6 now, there's four lanes, four travel lanes, 13-and-a-
7 half-foot travel lanes. There's a 16-foot tree belt
8 or buffer outside of that on either side of the road.
9 And then there's the sidewalk that's currently there.
10 And the outside edge of the sidewalk is basically the
11 City layout, the City that the property owns (sic) --
12 the property that the City owns. And, beyond that is
13 the property of the residential neighborhood on either
14 side. Notice there's no bicycle accommodation and
15 there's no provision for turning lanes.

16 This is the proposed cross-section.
17 Four 11-foot lanes for vehicles. In some areas, there
18 will be a center median island that can be planted.
19 That intersection is now being replaced with left turn
20 lanes in one direction or another, in some cases both
21 directions, five-foot bike lanes on either side, and a
22 ten-foot tree belt or grass or buffer on either side
23 that will still accommodate trees. The sidewalks will
24 be reconstructed essentially in the same location they

1 are now.

2 At Oakland Street, there will be a left
3 turn lane in addition to the two through lanes in each
4 direction for eastbound left turns onto Oakland
5 Street. Oakland Street will be slightly widened.
6 It's almost wide enough for two lanes coming out of
7 Oakland Street now. Some drivers take advantage of
8 that and queue up in two lanes. But we're going to
9 provide two, you know, establish two lanes for left
10 and right turns out of Oakland Street. And there will
11 be a new signalized intersection here with signalized
12 crossings of all three legs.

13 At Ormond Street, there will now be a
14 signalized intersection at Ormond Street because we're
15 redirecting Belmont Avenue traffic out Ormond to get
16 out to Sumner Avenue. The signalized intersection
17 will incorporate the driveway to the Forest Park
18 Liquors and the other shops on the north side of
19 Sumner, and also the Santander Bank will have access
20 to this signalized intersection.

21 This is the Forest Park, the main
22 entrance to Forest Park, the Main Greeting Road.
23 There will be a left turn lane for entrance into the
24 park in addition to the two through lanes in each

1 direction. This island opposite the left turn lane
2 will remain as a flush island, so that will facilitate
3 Bright Nights, how the lanes get re-established during
4 Bright Nights. So, we won't have a raised island
5 here.

6 Okay. So, I indicated that we have the
7 opportunity to create some pedestrian amenities in
8 these plaza areas that are leftover from the two-way
9 closure of Belmont Avenue on both sides of Sumner
10 Avenue. So, there's kind of a laundry list of
11 potential streetscape enhancements that we're
12 considering. They may not all be incorporated.

13 I'd like to bring up our landscape
14 architect, Jon Allard, who designed these pedestrian
15 spaces.

16 JONATHAN ALLARD: Thanks, Steve.

17 Yeah, so, earlier, Steve mentioned that
18 with the realignments of the roads, it left over some
19 space for us to kind of get back to the people of
20 Springfield and the users of this area. I'm just
21 going to quickly go through some of the components
22 that may be a part of the final design and
23 construction.

24 This plaza is pretty much centered

1 around the relocation of the existing spruce tree out
2 there for the Christmas holiday lighting. It's going
3 to be in a raised bed with some stairs and seating
4 around. This whole plaza is going to be filled with
5 opportunities for seating for people to come
6 congregate, maybe eat some lunch from the local shops
7 out here, just keep them in this area and let them
8 spend their money at the local shops.

9 We're going to maintain a pretty wide
10 walkway from the existing parking area right here to
11 promote pedestrian flow through the area. There's
12 going to be opportunities for additional plant beds,
13 more trees, some signing, signage.

14 STENOGRAPHER: Can you get a little
15 closer to the mic?

16 JONATHAN ALLARD: I'm sorry.

17 Also, this main plaza area is going to
18 be filled with some decorative pavers and the
19 potential of some install artwork, again, multiple
20 areas for seating around the center area there.

21 And so this one, it's almost a mimic of
22 the other one. Again, Dunkin' Donuts area, around
23 here, providing seating for people to come sit and
24 enjoy their new open space, a potential art

1 installment, and, again, seating, bicycle racks, just
2 providing elements for people to come, gather, and
3 feel safe, and want to spend some time in these plaza
4 areas.

5 I believe -- back to Steve.

6 STEPHEN SAVARIA: Thank you.

7 The project will be subject to certain
8 environmental permitting regulations. This mostly has
9 to do with the multi-use path through Forest Park
10 because that's the only area within the project that
11 has any wetland resource areas. So, that's what most
12 of this has to do with.

13 We have worked in coordination with the
14 Parks Department to design this area and this facility
15 to provide for pedestrian access through the park.

16 STENOGRAPHER: Steve?

17 STEPHEN SAVARIA: Yes?

18 STENOGRAPHER: I know you don't like
19 the heat --

20 STEPHEN SAVARIA: Yeah.

21 STENOGRAPHER: -- but can you back up
22 just a half a foot?

23 STEPHEN SAVARIA: Sure. So, next
24 steps. After this hearing, once again, we're

1 soliciting your input. We're going to take whatever
2 comments we hear tonight that are submitted in writing
3 and incorporate revisions to the plans as they are --
4 as we are able to do so. If that means that this plan
5 changes significantly, then we will definitely be
6 providing more public outreach and ask you all to come
7 back and see what the changes are.

8 There's contact information. This is
9 identical to what is in the handout. The feedback
10 goes to dot.feedback.highway@state.ma.us. And be sure
11 and mention the project name and number.

12 So, we thank you all. That's the end
13 of this presentation, but we're open to questions and
14 comments from you all.

15 MODERATOR CURRIER: Thank you very
16 much, Steve, Fuss & O'Neill, Jon Allard, the landscape
17 architect.

18 I understand we have some elected
19 officials here this evening. But before we get to
20 those folks and then the public, we'd like Chris to
21 say a few words.

22 CHRIS CIGNOLI: Sure. Just I know
23 there's a lot of --

24 STENOGRAPHER: Chris, hang on. Hang

1 on. Sorry. I'm going to juggle these. Go ahead.

2 CHRIS CIGNOLI: I know there's a lot of
3 people here. I just want to introduce a couple of
4 other people from the City so you can grab them.

5 Andrew Krar, who is in the front row,
6 please be very nice to him. He's the brand new city
7 engineer. He just started last week. So, don't
8 pepper him with too many questions.

9 Luca, staff at the Engineering
10 Department, right here in the front.

11 Stefan is in the back.

12 Who else is here? Where is Scott?
13 You're hiding over there. Scott Hanson from the
14 Planning Department has been involved.

15 Most of the people here have been
16 involved with this project. So, at the end of the
17 meeting, if you're looking around for questions, those
18 people will be able to help you. I just wanted to let
19 you know that there was a lot of us here tonight.

20 And, Tom, I'll turn it over to you for
21 some of our elected officials.

22 MODERATOR CURRIER: Thank you, Chris.

23 Are there any elected officials who
24 would like to say a few words before we get started?

1 Yes, sir. If you could just come up to
2 the mic and tell us who you are, spell your last name,
3 and have at it.

4 COUNCILOR TIMOTHY RYAN: Tim Ryan, R-y-
5 a-n. And I'm a Springfield City Councilor.

6 My concerns are, for Chris, what -- you
7 know, I see the timetable as potential construction
8 2024. But what's the local approval by the City
9 Council, by the Mayor on this?

10 CHRIS CIGNOLI: The only other
11 approvals that need to go in front of the Council will
12 be when we need to do any land takings or easements.
13 And that would probably happen four to six months
14 before the construction would start, roughly, in
15 coordination with MassDOT. That's the only other
16 approval at the City level, at the Council level.

17 COUNCILOR TIMOTHY RYAN: Okay. Because
18 my concerns are it's a two-year construction schedule.
19 I'm not sure that when all this is said and done that
20 the traffic flows any quicker. And I'd be interested
21 to know what the cost of the signal improvement versus
22 the whole ripping everything up and starting all over,
23 the extent of the taking, the extent of the removal of
24 trees. I mean we're talking about removing it looks

1 like a lot on Sumner Ave. from the entrance to the
2 park all the way up to past Ormond Street. And I'm
3 very concerned. Obviously, Dickinson Street up there
4 between Holy Name and the X is very narrow. So, you
5 know, you've got the five-foot walks between the
6 buildings. So, I'm just very concerned as to the
7 extent of the takings and what that does and what that
8 does to the neighborhoods, what that does to the
9 beauty of the homes. I know there's a couple of
10 historic trees across from Trinity Church. So, all of
11 these things -- one of those trees is right there
12 along the roadway. And, you know, if we're going to
13 expand the roadway then we're taking that tree, and
14 there's probably some other significant trees. And I
15 just have a very real concern as to, at least on the
16 local level, I want to be assured that this is
17 actually going to be a step forward and not just
18 moving -- removing old pavement for new pavement. And
19 I guess that case hasn't been made tonight.

20 MODERATOR CURRIER: Thank you.

21 COUNCILOR TIMOTHY RYAN: Thank you.

22 MODERATOR CURRIER: Thank you very
23 much.

24 Is there anyone else who would like to

1 speak before we open it up to the general public?

2 STENOGRAPHER: Excuse me. Excuse me.

3 We're just looking for elected officials.

4 MODERATOR CURRIER: And then we'll --

5 COUNCILOR JESSE LEDERMAN: I'll be

6 quick. I'll be really quick.

7 Hi. I'm City Councilor Jesse Lederman.

8 I also happen to live -- oh, I apologize.

9 STENOGRAPHER: Let's start again from
10 the top. Hang on.

11 COUNCILOR JESSE LEDERMAN: Oh, right.

12 STENOGRAPHER: I've just got to get the
13 feedback down. Okay.

14 COUNCILOR JESSE LEDERMAN: Are we good?
15 Thank you.

16 City Councilor Jesse Lederman. I also
17 happen to be a resident a couple of blocks away.

18 I just wanted to thank you guys for
19 coming out and holding the public hearing, a really
20 important part of any process. And I'm really mainly
21 here for the same reason, which is to hear concerns of
22 constituents and how we can best advocate for them as
23 the process goes forward and relative to our role in
24 the process with the City Council, the land takings

1 and such.

2 One initial question I just have is
3 around the proposed walking trail around the edge of
4 the park is what does the lighting and security look
5 like on that particular project or aspect of the
6 project. Also, I'm curious about just the total cost
7 on the project and the funding source in terms of any
8 sort of land takings or anything like that. Is that
9 all coming out of the DOT funds?

10 MODERATOR CURRIER: Correct.

11 COUNCILOR JESSE LEDERMAN: Or is there
12 any City funds that will come into play with that?

13 MODERATOR CURRIER: So, the estimated
14 cost today is about \$11-and-a-half million, and 80 to
15 90 percent of that is federally funded. The rest, it
16 comes from MassDOT's budget.

17 The land takings are federal? No?

18 CHRIS CIGNOLI: No, the land takings
19 are --

20 MODERATOR CURRIER: On the City.

21 CHRIS CIGNOLI: On the City.

22 MODERATOR CURRIER: Yeah, the municipal
23 right of way acquisition on this project. So, the
24 City would have to buy the easements necessary to

1 build the project.

2 COUNCILOR JESSE LEDERMAN: Do we have
3 an estimate on that cost or a potential funding
4 source.

5 CHRIS CIGNOLI: We do not have -- we do
6 not have an estimate of that. However, 90 percent of
7 the time, we use Chapter 90 funds for that. So there
8 would not need to be a specific appropriation at the
9 City level to cover that. We use our Chapter 90
10 funds.

11 COUNCILOR JESSE LEDERMAN: Yeah, I mean
12 our average Chapter 90 funds are what, a million-and-
13 a-half a year, three million this year.

14 CHRIS CIGNOLI: Three-and-a-half.

15 MODERATOR CURRIER: Wow.

16 COUNCILOR JESSE LEDERMAN: So, do we
17 have an idea as to a ballpark on total land takings?

18 CHRIS CIGNOLI: I would probably guess
19 it's upwards over \$100,000.

20 COUNCILOR JESSE LEDERMAN: Okay. So,
21 we're not talking \$500,000; we're not talking a
22 million?

23 CHRIS CIGNOLI: No.

24 COUNCILOR JESSE LEDERMAN: All right.

1 Well, thank you guys very much. And I'll look forward
2 to monitoring the project closely with my colleagues.
3 And I'll also be having a conversation with Councilor
4 Williams, the Chair of the Maintenance and Development
5 Committee where I sit on. So, just remember, for the
6 public that are here, also, that oversight does exist.
7 In the meantime, in between hearings, if questions
8 arise, please feel free to reach out to us and we can
9 address some of that at the committee level as well.

10 Thanks, Chris.

11 JONATHAN ALLARD: Councilor, I do have
12 an answer to your question regarding the path
13 lighting.

14 COUNCILOR JESSE LEDERMAN: Oh, thank
15 you. Yeah.

16 JONATHAN ALLARD: This is something we
17 discussed with Parks. Initially, they were kind --
18 they weren't convinced that was a good idea. They
19 didn't necessarily want to encourage use of the park,
20 you know, during the nighttime hours. But the plans,
21 as they stand right now, have lighting through the
22 entire multi-use path, the length of the entire multi-
23 use path.

24 COUNCILOR JESSE LEDERMAN: Yeah, I

1 think that that's the nuance of it is if it's not open
2 at night, then there needs to be a way to secure it.
3 If it is open at night, then it needs to be lit. And
4 then what that also brings is I see there's a section
5 of that that will go behind some residences.
6 Certainly, you know, I know that the Parks Department
7 director has already upgraded lighting to LED
8 lighting. And folks that are here that know me, and
9 Chris knows I'm a big fan of LED lighting, but those
10 are a bit brighter and a bit harsher in some
11 situations. So, if we're then going to have those
12 along the trail, we need to make sure that they're not
13 shining into the homes of the abutting residences.

14 Thanks.

15 MODERATOR CURRIER: Yes, ma'am. Hi.

16 COUNCILOR KATERI WALSH: Good evening.
17 City Councilor Kateri Walsh. And I'm actually really
18 here to listen, but I remain concerned about any use
19 of parkland. So I'll be monitoring that.

20 MODERATOR CURRIER: Thank you.

21 STENOGRAPHER: I'm sorry, Councilor
22 Walsh, would you spell your first name, please?

23 COUNCILOR KATERI WALSH: K-a-t-e-r-i.

24 MODERATOR CURRIER: Thank you.

1 COUNCILOR KATERI WALSH: Kateri.

2 MODERATOR CURRIER: Yes, ma'am.

3 CHRIS CIGNOLI: Before you speak, I
4 just wanted to mention one thing.

5 Some of you may end up having to leave.
6 The presentation that we have behind us tonight, in
7 the next few days we'll try to get it posted on the
8 DPW's website and also on our Facebook page. And
9 we're going to share it with the Office of
10 Communications, so we hope to have it in multiple
11 places within the City websites and Facebook if you
12 want to be able to go through it following this
13 meeting.

14 MODERATOR CURRIER: Great.

15 CHRIS CIGNOLI: Thank you.

16 IRENE FONTAINE: Irene Fontaine. I
17 live at 17 Grenada Terrace in Springfield, right
18 across from Burlington.

19 MODERATOR CURRIER: Can you spell your
20 last name for us, please?

21 IRENE FONTAINE: F-o-n-t-a-i-n-e.

22 I was wondering how is that going to
23 affect my street? It's like there's an island. And
24 when we back out, it's hard to get out on our street.

1 I wanted to know if it's going to affect us.

2 MODERATOR CURRIER: I'm going to have
3 to rely on our designers here to answer this question.

4 STEPHEN SAVARIA: Sorry. Can you
5 describe where the location is you're speaking of?

6 IRENE FONTAINE: Grenada Terrace.

7 STEPHEN SAVARIA: Grenada Terrace.

8 IRENE FONTAINE: It's across from
9 Burlington where Dickinson is, where the church is.
10 There's an island. It's hard getting out of our
11 driveways as is with the island. And I was wondering
12 if there's going to be a lot of traffic where we won't
13 be able to get out.

14 MODERATOR CURRIER: Are you familiar
15 with that location, Steve?

16 STEPHEN SAVARIA: I'm just not familiar
17 with that location.

18 MODERATOR CURRIER: Can we point to it?

19 CHRIS CIGNOLI: I can help with that.

20 MODERATOR CURRIER: Yeah, great, Chris.
21 That would be great. Thank you.

22 CHRIS CIGNOLI: That is right here.

23 IRENE FONTAINE: It's across from Holy
24 Name, my street.

1 CHRIS CIGNOLI: Holy Name Church. Not
2 to speak for Steve, but one of the things this project
3 should do is very much relieve a lot of the cut-
4 through traffic that happens now. So, what our hope
5 is is that the side streets, Grenada and some of the
6 others, will see a reduction in cut-through traffic of
7 people like me who do it all the time trying to avoid
8 the mainline at the X. With the changes that we're
9 making, getting through the corridor will be a lot
10 easier and reduce a lot of the cut-through traffic on
11 the side streets.

12 IRENE FONTAINE: Okay. Thank you.

13 STEPHEN SAVARIA: Grenada Terrace
14 itself is outside the project limits. There's
15 nothing, no construction proposed there.

16 MODERATOR CURRIER: It's a great
17 question. Thank you.

18 Yes, sir?

19 CHARLES GRAY: Good evening. My name
20 is Charles Gray. I'm president of the Board of
21 Trustees for Trinity United Methodist Church.

22 First of all, thank you all for being
23 here and providing this forum. It's really helpful to
24 me and to our membership. So, thank you for being

1 here.

2 We appreciate and applaud the goals
3 that you have for improving safety around the X. In
4 fact, we share them. At the same time, we've got some
5 concerns as the renditions have been laid out to us
6 and as I've heard this evening.

7 As you may be aware, Trinity United
8 Methodist Church is a longstanding good neighbor to
9 the Forest Park community. We have over 700 members,
10 many of whom are in attendance this evening, all who
11 live in close geographic proximity and have a very
12 vested interest in this project.

13 In addition to our membership, we also
14 have a number of groups that use our facilities on a
15 regular basis. In fact, 365 days of the year, we have
16 groups in Trinity United Methodist Church. The list
17 is countless. But, trust me, it's long, and probably
18 many people in this room have been a part of Trinity
19 at one point in their lives.

20 So, based upon what we've seen so far,
21 I'd just highlight a few concerns that we have. The
22 first, and probably the biggest that we have, is the
23 rendering does not have a turning lane for westbound
24 Sumner Avenue traffic onto Continental Street. So,

1 similarly, as you're exiting Continental Street, the
2 main access and egress for Trinity Church, there's no
3 left turn because there's a pylon in the middle. So,
4 this obviously would impact our membership, the
5 nursery school, and all the families that use our
6 church and facilities on a regular basis as well as
7 our guests.

8 Second, the tree belt mentioned
9 earlier, the takings, would eliminate on-street
10 parking that we rely upon not only in our congregation
11 in the community, but also in the guests that use
12 Trinity on a regular basis.

13 Third, the general aesthetics. You had
14 spoken earlier about the adverse impact, including the
15 reduced use of our front lawn and the potential loss
16 of beautiful trees. It would have an impact on the
17 church and on the community.

18 The exit across from Oakland Street,
19 looking at it on the far left of the rendition up
20 here, does not appear to have a signal that would --
21 currently, there's a signal there. The signal does
22 not face inward towards Trinity's exit on that side.
23 It doesn't appear that that's addressed. There's only
24 three-way traffic. We'd love to have four-way traffic

1 to get safely left onto Sumner Ave.

2 With respect to behind Trinity Church,
3 that creation of the Trafton Road walking bike path
4 connecting Dickinson to Sumner could have some
5 negative impacts on our church and the community,
6 addressed earlier: a potential for increased
7 vandalism, trespass, etc. And, at this point, I don't
8 think we fully comprehend and understand what the
9 mitigating measures that you'd employ to address those
10 attractive nuisances that would be created.

11 Also, it's unclear how the impact of
12 fire lanes, both in front of and beside Trinity's
13 Church, as well as access and egress of larger
14 vehicles, including the mobile food bank that we
15 support, and fire and safety vehicles, would be
16 addressed.

17 And, finally, like everyone, we're
18 going to be negatively impacted by the general
19 construction, the two-year construction, the nuisances
20 and the inconveniences.

21 So, I mention these in the full spirit
22 of cooperation. We applaud the ability to have this
23 voice. We thank you. And we'd appreciate the open
24 dialogue.

1 Thank you.

2 MODERATOR CURRIER: Steve, do you have
3 any responses to any of that?

4 STEPHEN SAVARIA: The only thing that I
5 know that we've already considered is signalization of
6 the driveway at Oakland Street. I believe that it's
7 feasible to do that. So, we are going to look into
8 incorporating that.

9 MODERATOR CURRIER: Great. Great.
10 Thank you.

11 What about the trees? I know there's
12 several people in the audience who are very concerned
13 about these legacy beautiful trees in here. Do you
14 know which ones are going to go and which ones are
15 going to stay?

16 STEPHEN SAVARIA: Jon, do you want to
17 answer that?

18 JONATHAN ALLARD: Yeah. So, I mean you
19 can see on the rendering the ones that are new or
20 proposed, the darker trees. And the ones that are
21 kind of faded out are the existing trees.

22 STENOGRAPHER: Excuse me, Jon. Can you
23 move next to Steve? I can't hear you.

24 JONATHAN ALLARD: Yeah, I'm sorry.

1 On the plan, the darker trees are the
2 proposed trees, so the trees that are going to be
3 installed as part of this project. And the kind of
4 faded out into the background are the existing, which
5 will remain.

6 That being said, we work with the
7 engineers hand-in-hand during the design project. My
8 goal as a landscape architect is always to save any
9 old tree or any tree for that matter. But there are
10 cases where during the design that it's not feasible
11 just due to kind of roadway alignments, stuff like
12 that. But we do work side-by-side. I work right next
13 to Nick every day. And I give him a little shove
14 saying, "Hey, let's look at saving this tree."

15 So, that being said, on that plan, we
16 do show trees that will be removed.

17 CHARLES GRAY: I'm sure there are a
18 number that are in this community.

19 JONATHAN ALLARD: Yeah.

20 CHARLES GRAY: There's at least 200-
21 plus-year-old trees that look like they're in the
22 danger zone that are on Trinity's property.

23 JONATHAN ALLARD: Yeah. And we do have
24 an open dialogue with the City forester as well. He

1 will, as part of this, will have a public meeting for
2 the removal of trees along Sumner and along the rest
3 of the project as well.

4 MODERATOR CURRIER: So, we'll be doing
5 an ENF or an NOI --

6 JONATHAN ALLARD: Yes.

7 MODERATOR CURRIER: -- tree hearing?

8 JONATHAN ALLARD: Yes.

9 MODERATOR CURRIER: Great.

10 CHARLES GRAY: But, again, thank you
11 for the dialogue.

12 MODERATOR CURRIER: Yes.

13 CHARLES GRAY: I'll follow this up in a
14 letter later this week. So, thank you.

15 MODERATOR CURRIER: Thank you.

16 Yes, sir?

17 JOEL SENEZ: Good evening. I'm Joel
18 Senez. I'm from 17 Garfield Street, the road that
19 runs just behind the school right here.

20 STENOGRAPHER: Folks, folks, everyone
21 who comes up to speak, please remember you have to
22 spell your last name because I have no idea who you
23 are.

24 JOEL SENEZ: All right. Joel Senez, S-

1 e-n-e-z.

2 STENOGRAPHER: Thank you.

3 JOEL SENEZ: Thank you.

4 So, my concern, it looks like from
5 everything I've been shown that this should mitigate
6 some of the cut-through traffic that we see on
7 Garfield if Sumner is improved and Belmont is
8 improved. My concern is during construction that
9 Garfield Street already is a major cut-through for
10 people coming westbound on Sumner to get over to
11 Forest Park Ave. and just heading anywhere towards 91
12 going north, if there's going to be any mitigation
13 during construction for that inevitable increase in
14 traffic coming through that neighborhood both going
15 westbound on Garfield, but then also an increase of
16 people coming down Greenleaf and going eastbound on
17 Fairfield Street. So, I think that's going to be a
18 huge kind of cut-through for people trying to avoid
19 all the X traffic that's going to take place during
20 construction.

21 MODERATOR CURRIER: Yeah.

22 JOEL SENEZ: So, I don't know if
23 there's plans for mitigation during construction or
24 how that works.

1 MODERATOR CURRIER: This will be
2 administered by MassDOT resident engineers. We'll
3 have to monitor that as the construction progresses.
4 And perhaps there's actions they can take to divert
5 traffic elsewhere if it's overburdening some of these
6 cut-throughs that you've mentioned.

7 JOEL SENEZ: Okay. So that will be an
8 as construction is happening decision?

9 MODERATOR CURRIER: I think they'll
10 have to watch it, yeah.

11 JOEL SENEZ: Rather than something that
12 can be prepared for?

13 MODERATOR CURRIER: Yes, I believe so.
14 I think we can try and divert them elsewhere. If
15 they're hitting a particular street too hard, perhaps
16 we can shut that street down and move them elsewhere.
17 It's going to have to be an ongoing, fluid, dynamic
18 kind of situation that the resident engineers are
19 going to have their hands full with. I know there's
20 going to be lots of communication required during the
21 construction period with all the businesses and the
22 contractor to make sure everybody knows in advance
23 what's going to happen next.

24 JOEL SENEZ: Okay.

1 MODERATOR CURRIER: So that would be
2 one of the discussions that they'd have an ongoing
3 dialogue about is cut-through traffic and how to
4 mitigate it.

5 JOEL SENEZ: Okay.

6 STEPHEN SAVARIA: And during the design
7 phase, too, again, this is a 25 percent plan, so we do
8 have a traffic management plan that we do prepare.
9 And, you know, Garfield Street is definitely on our
10 radar to see. We know that there's going to be cut-
11 through traffic during construction. And there might
12 be plans, depending upon how the construction is
13 phased with the roundabouts on Belmont Avenue, that we
14 would come up with a plan to, you know, restrict
15 traffic to only local traffic only, so to speak, on
16 Garfield Street. So, there's certain things we're
17 going to have to look at --

18 JOEL SENEZ: Okay.

19 STEPHEN SAVARIA: -- as the design
20 progresses. I think, like Tom said, a large portion
21 is going to be being reactive, unfortunately. We will
22 be as proactive as we can prior based on the
23 anticipated construction phasing. But, at the end of
24 the day, a lot of the construction activities is up to

1 the contractor's means and methods to build the
2 project. So, he or she may decide to, you know, do
3 temporary lane closures or close certain streets.
4 And, unfortunately, it's hard for us to predict that
5 ahead of time.

6 So, that's kind of what Tom was
7 alluding to is that a lot of this has to be decisions
8 made once we receive the contractor's construction
9 plan, which they will provide prior to the start of
10 any shovel hitting the ground.

11 MODERATOR CURRIER: But they don't run
12 the show. MassDOT runs the show.

13 STEPHEN SAVARIA: Correct.

14 MODERATOR CURRIER: So, if we see in
15 advance that there's going to be an issue with their
16 proposed schedule of work, we'll change it.

17 JOEL SENEZ: Now, Chris, this may be
18 for you, but is there an opportunity for the City to
19 mitigate the kind of -- not involved with the direct
20 project but maybe the surrounding neighborhoods
21 outside of the funding for the project if it becomes
22 an issue as we move forward?

23 CHRIS CIGNOLI: One of the things, just
24 to address your concern, we do get involved with

1 MassDOT, and they're right. But when we start looking
2 at construction sequencing and what they can do and
3 what they can't do, in my opinion, under no
4 circumstances are we going to have a formal detour
5 through neighborhoods for this.

6 JOEL SENEZ: Right.

7 CHRIS CIGNOLI: That will never happen.
8 You know, and the idea of restricting it to local
9 traffic during times of construction and monitored by
10 police, absolutely. When we start putting the traffic
11 management plan together, as Steve was mentioning, we
12 then work with MassDOT and the contractor, telling
13 them what they -- I don't like to say it this boldly,
14 but telling them what they can and can't do. You
15 know, they're not going to come in and just say, "Hey,
16 we're going to send all the traffic down, you know,
17 Greenleaf or, you know, Forest Park Ave.," and all
18 that. It's like, no, we work with them on that.

19 JOEL SENEZ: Okay. And then a concern
20 about an area that does not necessarily look like it's
21 in the scope of the project, but the shift on
22 Cliftwood and Lenox. Where cars are coming right out
23 of the X onto Lenox, they're then going to have to
24 cross traffic at Cliftwood to go left to get out to

1 Dickinson. Is that my understanding?

2 STEPHEN SAVARIA: That's right, yes.

3 JOEL SENEZ: And then there's no --
4 nothing in place for that Cliftwood and Dickinson
5 intersection because that's one of the most difficult
6 areas --

7 MODERATOR CURRIER: Right.

8 JOEL SENEZ: -- in this whole -- in the
9 X in general is that. What's going to happen back
10 there when cars are trying to go left on Lenox? I can
11 see it backing up all the way down Lenox to Sumner
12 Ave. because you can't get left across that traffic if
13 there's nothing stopping people on Cliftwood from
14 coming off of Dickinson.

15 CHRIS CIGNOLI: I agree. At that
16 intersection, left turns are -- there's not a lot of
17 them because there's not a lot of cars coming out of
18 there taking a left. We expect to see a lot less
19 traffic on Cliftwood in the opposite direction because
20 now going up to the X, there's people who take a left
21 on Dickinson, from Dickinson onto Sumner, which is
22 restricted. That's going to be allowed in the future,
23 so there's going to be a lot less traffic. But, in
24 the opposite direction, by switching these back and

1 forth here, rather than coming down the side street
2 here, you're coming down the side street here. It
3 really doesn't end up helping you the way that it does
4 now because now you're stuck at two lights. In the
5 future, there's only a light here. You're already
6 through this light to get here. So, I expect that
7 there's going to be a lot less traffic.

8 JOEL SENEZ: So, we would just bypass
9 Lenox altogether?

10 CHRIS CIGNOLI: Yeah. Yeah, because
11 once you're past that, now you're at -- you get stuck
12 at Lenox at a light, and then you can also get stuck
13 at Dickinson at a light --

14 JOEL SENEZ: Yeah. Yeah.

15 CHRIS CIGNOLI: -- depending upon what
16 phase you're in. In the future, you'll have a free
17 right there and you'll already be past the light
18 before you can take the right.

19 The other thing now is we also have a
20 number of businesses there where everybody just cuts
21 through the businesses as well. So that's going to
22 end up being almost eliminated as well. So, I
23 anticipate a lot less traffic having to do that cut-
24 through.

1 JOEL SENEZ: Okay. Thank you.

2 CHRIS CIGNOLI: Thank you.

3 MODERATOR CURRIER: Great discussion.

4 Yes, sir?

5 NORMAN BLISS: Norman Bliss, 78

6 Garfield Street. And the last name is B as in Boston-
7 l-i-s-s.

8 And the preceding gentleman covered
9 many of my concerns. I'll be brief, but I still have
10 one thought, and that is to what extent the Bright
11 Nights traffic that makes our lives miserable for over
12 one-tenth of the year. I do see this gentleman did
13 discuss how the widening up to Oakland may make
14 traffic coming from the X, although I'm not convinced
15 that's going to be that much better. But I'm still
16 concerned since the City has this weird idea that
17 reducing Sumner going eastbound from four lanes to
18 three is a great way to handle increased traffic. It
19 isn't. And it encourages more neighborhood traffic.

20 But it's still going to be full of
21 traffic coming down to Main Greeting Road because
22 you're not making any adjustments west of that. So,
23 has that been taken into consideration at all.

24 STEPHEN SAVARIA: It has been taken

1 into consideration. Obviously, the project limits are
2 at Main Greeting Road. From that point east, you
3 know, Sumner Avenue is going to be quite a bit wider
4 than it is now, which should give more flexibility in
5 terms of the length, the extent of the dedicated lanes
6 for traffic entering and exiting Bright Nights.

7 But, as you've stated, west of Main
8 Greeting Road, there really is not going to be any
9 change.

10 NORMAN BLISS: Okay. Thank you.

11 MODERATOR CURRIER: Thank you.

12 SHEILA MCELWAIN: My last name is
13 spelled M-c-E-l-w-a-i-n-e. I'm a member of WalkBike
14 Springfield and I'm also a neighborhood resident. And
15 I have two issues.

16 One is communication with the public.
17 This is the second DOT really public meeting.

18 MODERATOR CURRIER: Yeah.

19 SHEILA MCELWAIN: And the last one was
20 three-and-a-half years ago. We get questions in
21 WalkBike and as a neighborhood resident all the time
22 about what's happening with the X redo.

23 MODERATOR CURRIER: Yeah.

24 SHEILA MCELWAIN: Chris, what can you

1 do to keep us current because this timeline that was
2 laid out is really that's ten years from the first
3 public meeting, ten years plus.

4 CHRIS CIGNOLI: Mm hum.

5 SHEILA MCELWAIN: And people get
6 discouraged when they think things aren't going to
7 happen. I know these things take a long time. But
8 what can you do to improve ongoing communication with
9 the public?

10 CHRIS CIGNOLI: One of the things that
11 I can guarantee from the City's standpoint is, while
12 this is a mandated MassDOT public hearing, we're going
13 to have more. We will have more presentations whether
14 it is just at the civic association level or it is at,
15 you know, a bigger meeting like this.

16 SHEILA MCELWAIN: I'd just like to
17 point out that the civic association represents the
18 western part of the neighborhood. This is a large and
19 varied neighborhood of 25,000 people. And there's no
20 way in the world that a small group of volunteers can
21 keep 25,000 people current on this project.

22 MODERATOR CURRIER: What about your
23 website, Chris?

24 CHRIS CIGNOLI: Well, the information

1 that we do on the project, we try to get it up. And
2 just to go backwards a little bit, this project being
3 longer, you're 100 percent right. The specific reason
4 is being at \$11 million, it is eating into a huge
5 chunk of the region's money that comes in. And in
6 order for us to get into a fiscal year where all that
7 money is available, they need to push us out. If we
8 were a million-and-a-half-dollar intersection project
9 or a \$2 million, we can kind of sneak into other
10 fiscal years. That's the reason why this is pushed
11 out so far so that dedicated money is there.

12 SHEILA MCELWAIN: Then you need to
13 explain that to the general public in a way they can
14 understand.

15 CHRIS CIGNOLI: And I have no problem
16 doing that. But, as we move forward, you know, I
17 mentioned the Forest Park Civic Association. And I'm
18 not trying just to keep it to that association and
19 those people specifically. They have a forum in the
20 neighborhood rather than just having a meeting. I'd
21 also like to make a presentation to the East Forest
22 Park Civic Association. That neighborhood is also
23 included as well in what we're doing. So, we're going
24 to be making presentations as we move on, especially

1 as we get closer to the construction sequence or the
2 timing of the sequencing for bidding, but also as we
3 move through the 75 percent phases, if there are any
4 whether minor or major changes to what we're proposing
5 here. And some of those meetings will also allow us
6 to go into a huge more detail about specific areas for
7 people as well.

8 SHEILA MCELWAIN: Have you considered
9 having informational panels posted around the
10 neighborhood or information in the library for people
11 where you post updates --

12 CHRIS CIGNOLI: Oh, absolutely.

13 SHEILA MCELWAIN: -- where we can send
14 people who ask us for information which we don't have?

15 CHRIS CIGNOLI: Absolutely. And,
16 really, we wanted to get to this milestone before we
17 did that because, really, once we get past this, not
18 that stuff doesn't change greatly -- it can -- but
19 it's a lot more carved in stone. We have reasons why
20 we do things, reasons why we don't do this. So, this
21 information will get shared as we move on because I
22 agree with you. If all of a sudden there's no word
23 for a year, people are going to forget that it's even
24 happened.

1 SHEILA MCELWAIN: Well, there have
2 been three years.

3 CHRIS CIGNOLI: Yeah.

4 SHEILA MCELWAIN: Three years of
5 silence really for Jack and Jill six-pack out there.
6 Okay?

7 CHRIS CIGNOLI: I agree with you.

8 SHEILA MCELWAIN: Okay. I understand
9 that you hear me. Okay.

10 CHRIS CIGNOLI: Yeah.

11 SHEILA MCELWAIN: And I'll be looking
12 for changes.

13 CHRIS CIGNOLI: Thank you.

14 SHEILA MCELWAIN: Secondly, I'm
15 wondering how the crosswalks have been coordinated
16 with the bus stops. Have you looked at that?

17 MODERATOR CURRIER: Great question.
18 Great question?

19 SHEILA MCELWAIN: And, WalkBike feels
20 that there are insufficient crosswalks on Sumner
21 Avenue. And I would add, as someone who lives near
22 Belmont Avenue, Belmont Avenue as well.

23 MODERATOR CURRIER: I'm going to,
24 again, lean on Steve here.

1 STEPHEN SAVARIA: We have met with PVTA
2 and have coordinated our design with their kind of
3 plans for service on Sumner Avenue. The major
4 westbound stop that now stops in front of the X Pub, I
5 that areas where they sometimes need to get two or
6 maybe even three buses in there, we've provided along
7 our pedestrian plazas areas for them to do that.

8 They have eliminated some stops on
9 Sumner Avenue, which kind of cuts down on -- and
10 they're looking to establish a certain separation
11 between stops on Sumner Avenue.

12 SHEILA MCELWAIN: Because the reason -
13 - the issue is that people coming from the north and
14 the south side of Sumner Avenue might want to get on a
15 bus on the other side of the street.

16 STEPHEN SAVARIA: Right.

17 SHEILA MCELWAIN: And coming home,
18 they're going to want to cross in the opposite
19 direction.

20 STEPHEN SAVARIA: Right. So, there
21 will be a new signalized crossing at Ormond Street,
22 which doesn't exist now, and there is a bus stop right
23 there. And the pedestrian crossings at the X will be
24 enhanced and there will be signalized crossings at

1 Dickinson as well. So, I mean that basically kind of
2 frames the area where the bus stops are.

3 MODERATOR CURRIER: You can see the
4 crosswalks up on the drawing up there.

5 CHRIS CIGNOLI: At Oakland, at the area
6 up where Taco Bell is, the --

7 STENOGRAPHER: I can't hear you, Chris.
8 I can't hear you unless you say that back here,
9 please. Say it again.

10 CHRIS CIGNOLI: The four locations,
11 obviously, at Oakland, the area by Taco Bell, which is
12 one of the areas now where people cross anyways.

13 SHEILA MCELWAIN: Are the bus stops
14 indicated on your visual?

15 STEPHEN SAVARIA: They are on there.

16 CHRIS CIGNOLI: The bus stops, there is
17 a main bus stop here, and there is a main bus stop
18 here, and there's one at Trinity.

19 SHEILA MCELWAIN: They're indicated on
20 the map. If I get this map, it will say "bus stop?"

21 CHRIS CIGNOLI: Yes. Yeah, they're on
22 there. Yeah.

23 SHEILA MCELWAIN: Okay. Thank you.

24 CHRIS CIGNOLI: They're all pullouts,

1 correct, Steve?

2 STEPHEN SAVARIA: The one in front of
3 Trinity Church is not.

4 CHRIS CIGNOLI: Okay.

5 STEPHEN SAVARIA: It's where the
6 parking is there.

7 CHRIS CIGNOLI: Okay.

8 MODERATOR CURRIER: And that will be on
9 the City website.

10 CHRIS CIGNOLI: Yes. Yes.

11 MODERATOR CURRIER: Right.

12 SHEILA MCELWAIN: Okay. Thank you.

13 MODERATOR CURRIER: Thank you.

14 VICTOR DAVILA: Good evening,
15 everybody. My name is Victor Davila. I'm the
16 president of the Forest Park Civic Association.

17 MODERATOR CURRIER: Victor, can you
18 spell your last name for us?

19 VICTOR DAVILA: Sure. My apologies.
20 Victor Davila, D-a-v-i-l-a.

21 MODERATOR CURRIER: Thank you.

22 VICTOR DAVILA: I am the president of
23 the Forest Park Civic Association. And, a thank you
24 to all of you. And, Chris, thank you for this

1 wonderful presentation.

2 The lady before me pre-empted my
3 question, the bus stops. About a year-and-a-half ago
4 or so, not only did we have a 30 percent bus fare
5 increase, but, as you mentioned, PVRTA did get rid of
6 some of the bus stops. If I understood you correctly,
7 you're saying that there is a map that shows the
8 current where the bus stops will be with this layout.

9 MODERATOR CURRIER: Yes.

10 VICTOR DAVILA: Okay. That's good.
11 That will be very helpful because the X, there's a lot
12 of buses, you know, a lot of buses going through, and
13 a lot of people, a lot of handicapped people that take
14 the bus there.

15 I don't recall right now, but those
16 roundabouts, I think there's a bus stop nearby,
17 particularly by the CVS.

18 STEPHEN SAVARIA: Yes.

19 VICTOR DAVILA: So, I just urge you not
20 to impact or minimize the impact on the bus stops.

21 Well, talking about the CVS, I am
22 excited that there's going to be a crosswalk between
23 CVS and Ormond Street because that is actually a very
24 dangerous spot. So, I'm excited about that.

1 But I would urge you to -- the
2 lighting. I think if you recall much of the lighting,
3 it's still pretty dark there. And it's very
4 dangerous. So, did you say there's going to be
5 improved lighting with that area as well?

6 CHRIS CIGNOLI: There will be new
7 lighting installed throughout the project, new street
8 lighting.

9 VICTOR DAVILA: But in that particular
10 -- are they going to be bright in some spots? Because
11 the reason I ask because I'm concerned that we're
12 still going to have jaywalkers. And I'm just very
13 concerned with that area. I've seen pretty close
14 calls there as it is now. So, I would urge you to
15 ensure that it's pretty bright.

16 MODERATOR CURRIER: That's a terrific
17 comment.

18 VICTOR DAVILA: Now, the character of
19 the neighborhood is very important to me.

20 MODERATOR CURRIER: Yeah.

21 VICTOR DAVILA: I do believe somebody
22 say that the Christmas tree -- I think you're calling
23 that the North Plaza?

24 CHRIS CIGNOLI: Yes.

1 VICTOR DAVILA: I've just got one thing
2 to say. Don't mess with the Christmas tree. Leave it
3 alone. That's a staple for the community. You know,
4 I'm not an expert, but please don't mess with the
5 Christmas tree.

6 Finally, I do want to say that the bend
7 between Belmont, right behind I think that's called
8 CAP, the auto parts there --

9 MODERATOR CURRIER: Yeah.

10 VICTOR DAVILA: -- that goes to Sumner
11 Avenue, I'm excited that it's going to be more open
12 space where people are going to be able to see Dunkin'
13 Donuts. But for a fraction of a second, that's a
14 closed bend there; you cannot see. I'm just concerned
15 with the possible increased foot traffic that we may
16 have somebody hit in that location. So, do you have
17 anything extra that we can do to minimize that in that
18 particular location? Right behind the auto parts.

19 CHRIS CIGNOLI: I'm sorry. The area
20 that Victor is talking about is right here, correct?

21 VICTOR DAVILA: Right.

22 CHRIS CIGNOLI: And with the exception
23 of -- there are a bunch of trees, I believe there's a
24 bunch of arborvitaes there that kind of block a lot of

1 that view.

2 VICTOR DAVILA: Right.

3 CHRIS CIGNOLI: A lot of those will go
4 away. But there's a tree in the middle that stays,
5 correct?

6 JONATHAN ALLARD: Yeah, the big oak
7 tree.

8 CHRIS CIGNOLI: The big tree stays
9 there. So, a lot of those other arborvitaes that are
10 there were actually there to block the traffic
11 controller before.

12 VICTOR DAVILA: Okay.

13 CHRIS CIGNOLI: So, a lot of those are
14 going away. So, the visual of people being able to
15 see that you don't have now will be there during this,
16 yes.

17 VICTOR DAVILA: Okay. So, finally, I
18 just want to say I know that there's going to be a
19 traffic impact that we need to be realistic about
20 this. There's going to be a traffic impact.

21 MODERATOR CURRIER: Yeah.

22 VICTOR DAVILA: But I'm sure you guys
23 are going to do your due diligence.

24 MODERATOR CURRIER: That's right.

1 VICTOR DAVILA: I'm sure you know
2 better than me there's about 15,000 cars a day that
3 goes through the X. It gets difficult. And we're
4 going to have all these projects. We're going to have
5 Bright Nights. We're going to have other potential
6 projects. I'd just ask of you to please ensure that
7 the impacts are as minimal as possible.

8 Thank you.

9 MODERATOR CURRIER: Thank you. Those
10 were great comments. Those are the kinds of things
11 that only the people who live in the neighborhood can
12 reveal to us that are very helpful.

13 STENOGRAPHER: Sir, sir, just hang on a
14 second. Let me remind the panel, please, if you speak
15 while they're speaking just by going, "Yes, yeah, uh-
16 huh," I have to jot all that down. So try not to do
17 that. Let them say their comments.

18 Go ahead sir, please.

19 BRIAN TORPEY: Okay. My name is Brian
20 Torpey, T-o-r-p-e-y. I have the privilege and honor
21 of owning a building that abuts Dickinson, Sumner, and
22 Belmont. It's where the law offices are, En Motion
23 Dance Studios, Liberty Tax, and the barbershop.

24 I've owned the building for 30 years.

1 I've been through a lot of the trials and tribulations
2 of the X. I rehabbed that entire building. I have
3 five small businesses located in that building. I'm
4 here representing them.

5 Years ago, there was a parking lot that
6 Mary Hurley -- the city bought -- and Mary Hurley
7 drove a nice Caddy convertible out and drove away and
8 pretty much that was it. The parking lot was never
9 maintained. And, eventually, I guess it became under
10 the premise of the parking authority in the City. I'm
11 not sure. I don't live in Springfield any longer.
12 But the parking lot was sold without anyone knowing
13 really. And it was never maintained. I'm sure it's
14 the parking authority that runs the stuff underneath
15 91 is the same entity. I'm not sure who it is now.

16 So, our City parking disappeared. The
17 building was -- the parking lot was sold to SCS
18 Realty, who then sold it to the Vietnamese market,
19 which relocated from Belmont into the old Orange Café
20 building. The gentleman that owns that now is not
21 interested in any way, shape, or form of having or
22 sharing his parking lot, my land, and he will not
23 really kind of work with the neighborhood.

24 This project, for me, really can't go

1 forward without getting some parking. You know,
2 you're going to put a bus stop with a planting,
3 pedestrian gathering area. It's a garbage gathering
4 area. I clean that place every couple of days and
5 it's just garbage. It's just a windy intersection. I
6 have not seen a City street sweeper in years. I've
7 called and asked when they were going to be scheduled.
8 I called in May. It was going to be June 27th. And I
9 said, "Well, when was the last one?" She goes, "Oh,
10 it was last year."

11 We don't -- like I mentioned earlier,
12 this neighborhood wasn't hit by a tornado and, you
13 know, all kind of federal dollars came and, you know,
14 things really kind of changed up because half of it
15 was gone. This neighborhood isn't being supported by
16 a casino. We don't have BID. It's just the business
17 people that are there. I have En Motion Dance
18 Studios. Eric is here tonight. He has over 100
19 children in that building coming and going every day.
20 He's doing a great job. He's interested in buying the
21 building and staying eventually. But, without
22 parking, and safe parking, it's kind of crazy.

23 I know Jon -- I think your name is Jon,
24 right?

1 JONATHAN ALLARD: Yes.

2 BRIAN TORPEY: You know, talked about
3 trees and putting things up like that. The trees that
4 the City did install in front of my building have
5 berries coming out of them. So when you park your
6 car, I mean you can't park your car because it's
7 covered with these berries. It was just insane.

8 I've maintained those trees. The City
9 has never come and pruned them. I've had to cut them
10 and chainsaw them. Now they're so damn big they're
11 dropping stuff on the roof of the building and causing
12 damage.

13 So, in addition to the maintenance of
14 these gathering places, you know, who is going to do
15 this? Who is going to shovel these things? Who is
16 going to maintain the trash pickup? You know, the
17 Christmas tree, yeah, I'll be the Grinch. I need
18 parking over there. We don't need a gathering spot,
19 honestly.

20 I think that the bus stop can be
21 relocated west further down in a less congested area,
22 honestly, than right at the X. You have one up near,
23 you know, Benson Bagels or that's where that's going
24 to be. But, maybe down a little further, more towards

1 Trinity, if there's open space down near Taco Bell or
2 something of that nature, that would be a better
3 location for it in order to give us some kind of
4 reconfigured parking. I don't know how you do it in
5 that little bit of a triangle. You guys are the
6 engineers. That's one of my main concerns.

7 The Dickinson plan, on the Dickinson
8 side of my building, which is Pho Saigon and Vinh
9 Chau, that's bad math. There's no bike trail there.
10 There's not five feet for anything. I mean during the
11 big snowstorms we had, you couldn't even get one lane,
12 you know, one lane of cars down there. Once again, we
13 suffered with the snow. We didn't have the loaders
14 come up and take away all the snow on that road. It
15 became virtually impassible during some of the crazy
16 winters that we've all had.

17 The City needs to purchase the parking
18 lot that they owned previously, which is -- it's on
19 Dickinson and it adjoins the other gentleman's lot.
20 He's not maintaining it. He's really doing a good job
21 of maintaining his. I get it. He wants to have spots
22 for his customers. But all the other businesses that
23 rely on it, there's a whole bunch of them on Dickinson
24 Street that have all changed hands. There used to be

1 an insurance thing. Everybody knows the neighborhood.
2 That whole strip has no parking. And it's a concern.
3 It's a concern. So, I really would like to see some
4 parking.

5 Yeah, also, you know, the signaling
6 of Burlington dumping out onto Dickinson, that's a
7 rocket ship over there with people just trying to
8 shoot across. That's not being addressed here really.
9 It needs to have a light or something because people
10 get into that rotary and they're going to book down
11 Grenada, you know, and they're going to try and cut
12 through. That's a problem. It's still a problem.
13 You can't -- these little side streets can't support
14 all this. You know, we're just going to rotary off
15 into the abyss here.

16 I get it that, you know, sometimes you
17 have to give up a little peace to make some progress.
18 But sometimes you've got to give up a little progress
19 to make some peace. I don't really see this being
20 progressive or peaceful. It's not going to work for
21 me.

22 If you're going to do it, you've got to
23 have people, you know, one, be informed. I would
24 suggest that this is as important as the aqueduct

1 project on 91 where there's an actual aqueduct, or the
2 Sumner Ave. project link that's very easy to find on
3 the City website. You know, everybody is, "Well,
4 you've got to go to MassDOT." Everybody is
5 deflecting. You know, it needs to be in one spot so
6 everybody can be informed.

7 I got a phone call from the office.
8 That's why I'm here. And I'm happy to be here, and,
9 you know, as a member of the business community,
10 owning the building for 30 years, trying to maintain
11 it, trying to maintain parking for, you know, five
12 small businesses. These people aren't, you know,
13 they're not making a killing. They're making a
14 living. And we need to support them.

15 Thank you.

16 MODERATOR CURRIER: Great comments.
17 Thank you.

18 STENOGRAPHER: Excuse me, Mr. Torpey.
19 Before you go, because I'm anticipating that you're
20 going to leave before I can get to you later.

21 BRIAN TORPEY: Yeah.

22 STENOGRAPHER: You mentioned a lot of
23 businesses; most of them I got. But you said Pho
24 Saigon and --

1 BRIAN TORPEY: Well, I mentioned Pho --
2 I don't own that building, Pho Saigon. Right.

3 STENOGRAPHER: No, no, I just want to
4 know how to spell it.

5 BRIAN TORPEY: P-h-o Saigon.

6 STENOGRAPHER: And the other one, Vinh
7 Chau?

8 BRIAN TORPEY: Vinh Chau is across the
9 street.

10 STENOGRAPHER: Vinh Chau?

11 BRIAN TORPEY: V-i-n (sic) C-h-a-u.
12 You haven't eaten there?

13 STENOGRAPHER: I'm not from around
14 here.

15 BRIAN TORPEY: Come on! It's the best
16 Vietnamese food in town.

17 MODERATOR CURRIER: Thanks a lot.

18 Yes, sir?

19 PAUL HETZEL: My name is Paul Hetzel,
20 H-e-t-z-e-l. So, as I understand it, the whole reason
21 to do this is to increase flow, make the flow easier,
22 correct?

23 MODERATOR CURRIER: Right. Make it
24 safer.

1 PAUL HETZEL: Right.

2 MODERATOR CURRIER: Process traffic
3 better.

4 PAUL HETZEL: If you go a little
5 further, you're creating a Robert Moses effect. I'm
6 sure anyone who knows anything about roads knows about
7 Robert Moses. So, if you live in the neighborhood, as
8 soon as you get beyond the X going west, you run into
9 a huge traffic block with Sumner Avenue with the
10 lights. And every day the traffic is backed up beyond
11 Forest Park Avenue. Okay? How kids have not been
12 killed at Forest Park and some of the other schools,
13 because you know it's almost illegal to let your kid
14 walk to school now. So everyone is driving. They run
15 across the street. The amount of cut-through traffic,
16 which you say you're trying to decrease, if you live
17 in the area, you get to the light at Forest Park and
18 there's the Indiana raceway turning left onto Forest
19 Park, racing through the neighborhood.

20 In addition, Joel talked about the
21 Garfield. Ninety percent of the people do not even
22 know or pay attention to a stop sign there. We have
23 been told by a prior head of the DPW that putting
24 speed bumps is illegal. You can't do it. There's a

1 law. Gee, there's an awful lot of cities and towns in
2 Western Mass. that are breaking the law every day.

3 So, I know further down Sumner is not
4 part of your responsibility, but you're creating a
5 Robert Moses effect. That traffic is just going to
6 continue to flow. They're going to have more cut-
7 throughs. I've walked it every day. There are people
8 cutting through that side, the south side of Sumner
9 through the Forest Park area. And, you know, you just
10 get into it. So, something -- the City has to address
11 what's going to happen beyond the X because you're
12 creating a nightmare.

13 MODERATOR CURRIER: Thank you, sir.

14 JIM SCHEFFLER: Hi. My name is Jim
15 Scheffler. Scheffler is spelled S-c-h-e-f-f-l-e-r.

16 My comment concerns the stretch of
17 Belmont northbound out of the X intersection. The
18 plans show that vehicles will be going northbound.
19 Then, on the left side, there will be a bike lane
20 going southbound. And, as a cyclist with many
21 thousands of miles' experience biking in Springfield,
22 that does not make sense. Cyclists coming out of the
23 rotary will have a very hard time, and it may be
24 hazardous to try to turn onto the bike lane as cars

1 are trying to get into the rotary. So, at the same
2 time, you have sharrows on the right side. What I
3 would suggest is prohibiting that southbound bike
4 movement and moving that bike lane more toward the
5 right side and make it northbound.

6 STEPHEN SAVARIA: We considered that.
7 So, right now, like you said, we have a contra-flow
8 lane. Originally, we had it proposed actually going
9 in the opposite direction with traffic. There was
10 concerns over not having accessible or bike access
11 going into the X. We're trying to get people kind of
12 to the X instead of really away from it in terms of
13 pedestrians and cyclists. So, we kind of had to make
14 a choice. And I think it's still something that we're
15 trying to resolve by possibly adding in a side path
16 that will allow people to go to the X and then keep
17 the shared bicycle lane away from the X so to be able
18 to provide multidirectional travel on that segment of
19 Belmont. So, that's something we're certainly -- it's
20 still on the table at 75 percent design. We're
21 looking into that.

22 JIM SCHEFFLER: Yeah, my feeling as a
23 cyclist is that everything works best when cyclists
24 and vehicles follow the same rules. And I think that,

1 you know, it might improve it slightly if you made it
2 easier to go from the rotary to the bike lane because
3 right now there's no turning radius.

4 STEPHEN SAVARIA: There's no turn,
5 right.

6 JIM SCHEFFLER: A cyclist would almost
7 have to stop and do a slow-motion turn as cars as
8 trying to go out. That doesn't seem safe.

9 STEPHEN SAVARIA: Yeah, we had it -- I
10 think the original plan was almost like a little break
11 in how the island comes out into the roundabout to
12 allow that, because of that sharp radius, it would
13 allow the bike to easily enter the flow of traffic.
14 But we are certainly looking at that.

15 JIM SCHEFFLER: Thank you.

16 MODERATOR CURRIER: Thank you.

17 Let me guess, bicycle comment.

18 ALEX WECK: It's a costume.

19 (Laughter.)

20 ALEX WECK: My name is Alex Weck, W-e-
21 c-k. I live on Somerset Street here in Forest Park,
22 president of the Pioneer Valley Chapter of the
23 Massachusetts Bicycle Coalition and I'm a member of
24 WalkBike Springfield.

1 I'm wondering -- thanks, first of all,
2 guys for this amazing body of work. I think this is
3 going to transform what is a really tough intersection
4 for walkers and cyclists and drivers. It's wild out
5 there right now.

6 I'm wondering if any consideration that
7 might aid the questions about tree removal has been
8 made towards the possibility of a separated path on
9 the south side of Sumner. You know, it's essentially
10 a beefed up sidewalk that could be both rideable and
11 walkable, but it's separated beyond the tree belt from
12 the traffic patterns. The trends in bike design are
13 showing that unseparated bike lanes are going to be
14 going the way of the dinosaur by the time this gets
15 built, and people prefer separated paths and they're
16 way safer. Has any consideration been done towards in
17 that direction?

18 STEPHEN SAVARIA: There has been some
19 consideration. One of the issues you have to deal
20 with is that we have to -- we have to then consider
21 what happens at the project limits. So, you know,
22 what happens when your separated bike lane ends and
23 you're now back out and sharing the road?

24 ALEX WECK: I think it's unlikely that

1 many riders are going to use Sumner Avenue. I think
2 Jim who just spoke recently is the brave guy in town
3 who does use it correctly. I'm pretty brave. I don't
4 do it. It's, you know, even with a lane with traffic
5 and the history of Sumner, I think it's -- unless we
6 install some sort of bollard system or really bring
7 lanes down to ten feet, which I know the Mayor doesn't
8 like, we're going to have a tough time convincing
9 people to ride on Sumner Avenue.

10 CHRIS CIGNOLI: If I may, when we did
11 the preliminary studies that were done on the project,
12 one of the concepts had a separated bike lane. And
13 the major criticism of that on the south side of the
14 roadway, basically the entire project limit, which I
15 looked at, when complete, it can be extended down to
16 Longhill Street, you were basically going to have to
17 get rid of any vegetation that was going to be on that
18 side of the street, which that was one of the major
19 comments that everybody was against.

20 The other issue is in that area there
21 are a significant amount of utility manholes,
22 handholds, things like that that would have had to
23 have been relocated. But the idea of kind of taking
24 that whole side of the street and getting rid of all

1 the vegetation and --

2 ALEX WECK: My idea would be to rather
3 than take away any vegetation would be to just widen
4 the sidewalk from -- within the existing footprint, or
5 blacktop it over. It's not feasible to do anything
6 like that?

7 CHRIS CIGNOLI: It didn't get us the
8 room that we wanted to have a true -- through there,
9 if we wanted to have something like that, we really
10 wanted to encourage the bikes to do something
11 separate, then the pedestrians and, you know, get in
12 the way. It just, it ended up that there just wasn't
13 enough room especially when you got on the east side
14 of Dickinson. The utilities that are there, there's
15 two or three --

16 ALEX WECK: But the main advantage
17 would be to bring -- essentially allow people, even if
18 they wanted to ride their bikes or drive their bikes
19 to Forest Park, they could potentially ride them into
20 the business district and spend a buck while they're
21 here. Dickinson, I'm less concerned. But that would
22 be a major, major gain for the neighborhood in the
23 views of many bike riders.

24 CHRIS CIGNOLI: Yeah. As I said, it

1 was one of the concepts that was looked at. And it
2 was -- I don't want to say agreed upon by everybody --
3 but the idea was people were like, "We don't want to
4 lose that southern side with all the trees."

5 ALEX WECK: So, there's no way of
6 keeping the trees and keeping --

7 CHRIS CIGNOLI: Really, geometrically,
8 no.

9 ALEX WECK: Thank you. In the absence
10 of that, I would highly recommend bollards to separate
11 the bike lane. Now, we're seeing a lot more of that
12 in New York City and other cities because traffic is
13 just going to be too fast on that.

14 And I'll submit my other questions in
15 writing because we've got a long line.

16 Thanks, guys.

17 MODERATOR CURRIER: Thank you very
18 much.

19 Yes, ma'am. Hi.

20 DEBORAH WEITKUNAT: Hi. My name is
21 Deborah Weitkumat.

22 STENOGRAPHER: Can you get a little
23 closer?

24 DEBORAH WEITKUNAT: My name is Deborah

1 Weitkunat, W-e-i-t-k-u-n-a-t.

2 STENOGRAPHER: Hold on a second.

3 Again, please.

4 DEBORAH WEITKUNAT: W-e-i-t-k-u-n-a-t.

5 STENOGRAPHER: Okay. Thank you.

6 DEBORAH WEITKUNAT: I just want to say
7 what isn't broke shouldn't be fixed. And I'm looking
8 at you talking about all the trees, like that man
9 said, about decorating and doing whatever, putting a
10 park bench in. It isn't worth it at the X. It just
11 is not worth it. You want a car to come up and hit
12 you, fine, sitting on a bench. But trees, our City
13 can't even take care of the forestry around here where
14 my stop sign at the end of my street has a bunch of
15 leaves hanging down and you can't even see the stop
16 sign. So, to me, it's useless. We don't even have a
17 forestry that can come out and cut the trees, trim the
18 trees, and take care of the trees. So, to me, trees
19 are out of the question unless you go out and trim it
20 yourself.

21 And the rotary that is on Dickinson
22 going out is useless to me because you can -- you're
23 only going one way out. And when you're coming in,
24 you would only turn onto Commonwealth anyway.

1 And with the plowing in this City, they
2 don't even plow close to the curbs, okay, to get rid
3 of the snow. They don't even plow Sumner Avenue. I
4 can go to work for 7:00 in the morning and it's not
5 even plowed. And it's so full of slush and
6 everything, they leave the stuff in the middle of the
7 road.

8 And the rotary that my neighbor talked
9 about, you said that taking a left from Sumner Avenue
10 going east, okay, you're going to put a turning lane
11 there. Nobody is going to turn there to go down
12 Belmont to go to that rotary. They're all going to
13 turn, like my neighbors have been saying, on the side
14 streets to get away from the X, just like they are
15 now. They're not going to make a left there. The
16 only people that go down Belmont are the ones coming
17 west on Sumner or the people coming out of Lexington,
18 or not Lexington, but Lenox. They're going straight
19 across to go down Belmont. Nobody on Sumner Avenue
20 going east is going to turn left to go down Belmont.

21 STEPHEN SAVARIA: Just to be clear,
22 that's a major access. We generally agree with you.
23 We don't expect to have a lot of traffic on those
24 streets. It's mostly just for access to the existing

1 businesses that are --

2 DEBORAH WEITKUNAT: Well, that's a
3 stupid -- that's a stupid thing to put there then,
4 very stupid.

5 MODERATOR CURRIER: Well, you need to
6 provide a way to get to every --

7 DEBORAH WEITKUNAT: Well, if you want,
8 you should have the traffic coming out instead of
9 going in. You should have the traffic coming like
10 going -- what is this, south, south to east, instead
11 of going -- turning left to go northwest.

12 STEPHEN SAVARIA: That's basically what
13 it does now --

14 DEBORAH WEITKUNAT: But, you're sending
15 all that traffic onto Burlington Street. Have you
16 seen how big Burlington Street is? That street cannot
17 handle it.

18 And also, like that man said, you don't
19 know what that intersection is like at Holy Name
20 Church. A lot of accidents happen there, probably
21 more than at the X.

22 MODERATOR CURRIER: Okay. All right.

23 DEBORAH WEITKUNAT: I mean it's
24 ridiculous the way you have things set up there.

1 And then where are you going to put the
2 islands, your little islands on Sumner Avenue so that
3 you can't turn into your street that you live on off
4 of Sumner? Because out by where Gus and Paul's is,
5 and I'm sure some of you people know, okay, if I lived
6 on the street next to People's Bank, I would have been
7 pissed and going to every meeting to bitch at you guys
8 because that guy can't turn down his street anymore to
9 go down the street. There's an island in the way.
10 And the traffic during rush hour, you guys don't even
11 have those lights in sync. You talked about having
12 the lights in sync on Sumner Avenue. Baloney.
13 They're not in sync out there. Did you ever see
14 everything backed up when they're coming off Allen
15 Street onto Sumner Avenue? It's so backed up, you
16 have to sit through three lights.

17 MODERATOR CURRIER: So, I think they
18 proposed to fix that.

19 DEBORAH WEITKUNAT: Oh, they did?

20 MODERATOR CURRIER: No, no, they
21 propose to fix it with the project.

22 DEBORAH WEITKUNAT: Well, then they
23 ought to fix the one out there, too, then because it's
24 ridiculous.

1 MODERATOR CURRIER: These are great
2 comments.

3 DEBORAH WEITKUNAT: And I live on
4 Ventura Street. Ventura Street meets Grenada Terrace
5 on one of the islands which crosses. The people run
6 down my street to go onto Grenada to get over onto
7 Dickinson all the time, only during rush hour though
8 most of the time. But that's what's going to happen
9 to everybody in these neighborhoods. I don't care
10 whether you live on Garfield and you're trying to put
11 speed bumps to stop people. People want to get home.
12 And they're going to avoid the X if it's being worked
13 on in any way they can avoid it.

14 But that is ridiculous. What isn't
15 broken, don't fix.

16 MODERATOR CURRIER: Yes, ma'am.

17 PAT TRIGGS: Hello.

18 MODERATOR CURRIER: Hi.

19 PAT TRIGGS: My name is Pat Triggs, T-
20 r-i-g-g-s.

21 MODERATOR CURRIER: Thank you.

22 PAT TRIGGS: I live at 21 Greenleaf
23 Street, and I'm the president of Concerned Citizens
24 for Springfield, which is an all-volunteer

1 organization which has rehabbed probably somewhere
2 between 30 and 40 properties in the past 25 years.

3 So, my main question is exactly where
4 does the tree belt shortening start and end?

5 MODERATOR CURRIER: The tree belt
6 shortening?

7 PAT TRIGGS: Well, the width.

8 MODERATOR CURRIER: The width. Okay.
9 So, currently, there are 13-and-a-half-foot lanes for
10 them.

11 JONATHAN ALLARD: Yes.

12 MODERATOR CURRIER: Are the curbs
13 moving in?

14 JONATHAN ALLARD: So, basically, the
15 project will taper at the limits and the end. So,
16 pretty much after you cross Main Greeting Road to
17 Forest Park, that will be where we would reach the
18 full extent of the proposed cross-section. And then
19 that will continue all the way through the X. And
20 then just past Ormond Street is where they begin to
21 taper down to meet the existing Sumner Avenue cross-
22 section as it is today.

23 MODERATOR CURRIER: So, it's widening?
24 The proposed project will widen or narrow?

1 STEPHEN SAVARIA: Yes.

2 JONATHAN ALLARD: The tree belts are
3 approximately 14 to 16 feet now. They're going to be
4 11 to 13 feet, plus or minus, within that range,
5 within the full cross-section of Sumner Avenue.

6 MODERATOR CURRIER: Will the new tree
7 belt follow where the old one is?

8 JONATHAN ALLARD: Yeah, the location of
9 the tree belt is not going to change.

10 MODERATOR CURRIER: No.

11 JONATHAN ALLARD: It's just going to be
12 --

13 PAT TRIGGS: I want to know which
14 streets.

15 MODERATOR CURRIER: So, with that ten
16 feet that you --

17 STENOGRAPHER: One at a time.

18 MODERATOR CURRIER: When you reduce the
19 lanes from 13-and-a-half to 11, you're gaining two-
20 and-a-half feet per lane. You're basically reducing
21 the width by ten feet. What are you doing with that
22 added width or that reduced width? Are you putting it
23 in the median?

24 STEPHEN SAVARIA: We're putting in two

1 five-foot bike lanes.

2 MODERATOR CURRIER: Okay. That's the
3 ten feet right there.

4 STEPHEN SAVARIA: And we're also
5 putting left turn lanes or median islands in the
6 middle.

7 MODERATOR CURRIER: Is that a ten-
8 footer or --

9 STEPHEN SAVARIA: Yes.

10 MODERATOR CURRIER: Okay. So, that's
11 where the widening --

12 STEPHEN SAVARIA: So that widening
13 really, through the X itself, Sumner Avenue is not
14 really going to be any wider than it is now except for
15 some turning lanes. But, basically, from Cumberland
16 Farms to Main Greeting Road at Forest Park is where
17 that widening -- where the reduction in the tree belt
18 width will take place.

19 PAT TRIGGS: I'm here to protest that
20 because we have been fighting for 40 years to maintain
21 it. Everyone sees it as free land. "Oh, we can do
22 this. We can do that. We can make it quicker for
23 people to get through. We can do this. We can do
24 that." And I'm telling you, we are fighting to keep

1 what little we have left. At this point, part of our
2 neighborhood at the X looks like a dilapidated,
3 unkempt, unattractive area. And we appreciate what
4 you're doing or trying to do to make it look better
5 because, at one time, it was a thriving commercial
6 district. It's not your fault. It's not our fault.
7 It's just how things happen. So, we're trying to make
8 the best of what we have.

9 The tree belts in front of the people's
10 houses that you are talking about help to buffer them
11 from Sumner Avenue.

12 Forty years ago, I was ridiculed, made
13 fun of, and insulted by professional engineers, by
14 elected officials, who were pointing and jabbing their
15 finger at me saying, "No one will live on Sumner
16 Avenue." And I happy to tell you that Sumner Avenue
17 today is more residential than it was in 1963. People
18 are living there. But in order for us to keep people
19 living here, we have to pay attention to the things
20 that allow them to not feel that they're living in the
21 middle of the speedway. It's very difficult.

22 And I'm sure your job is difficult.
23 Our job living here is difficult. We're not out in
24 the suburbs. And those of us who have elected to stay

1 as residents in the middle of the city are clinging to
2 the little bits of decency in our areas that we can
3 get.

4 So, I'm asking you -- I'm a bicycle
5 rider. So, the two gentlemen that preceded me, I'm on
6 my bicycle. I had to put my bicycle away to come to
7 this meeting because I knew it would be dark going
8 home. I'm in favor of it. But I don't think that
9 taking the tree belts is really going to help us in
10 that fashion. I really don't. And I ask you to
11 reconsider. And I hope you're taking to heart the
12 people that are here talking to you.

13 MODERATOR CURRIER: Absolutely. Just
14 to clarify, Nick, you're reducing the width of the
15 tree belt by three to four feet, is that accurate?

16 NICHOLAS LAPOINTE: Yes.

17 STEPHEN SAVARIA: Yes.

18 MODERATOR CURRIER: And the number of
19 trees will increase when the project is complete than
20 what's there today, correct?

21 JONATHAN ALLARD: The tree
22 replications are one-for-one. I think they might be
23 two-to-one in some cases.

24 MODERATOR CURRIER: MassDOT often does

1 a two-to-one replication.

2 PAT TRIGGS: But they replace them with
3 little twigs. Believe me, I've lived through this.
4 They replace them with little twigs with one-inch
5 diameter.

6 MODERATOR CURRIER: No, we can go
7 bigger caliber.

8 PAT TRIGGS: Please, believe me. I've
9 lived through this before with these promises of
10 replication. We're talking trees that are --

11 MODERATOR CURRIER: We can't put in the
12 type of --

13 PAT TRIGGS: -- of a substantial size
14 and you don't replace them with that. And I won't
15 live to see it. I just hope my grandchildren will.

16 MODERATOR CURRIER: Thank you.
17 Appreciate your comment.

18 (Applause.)

19 BEATE BOLEN: I'm Beate Bolen, B-o-l-e-
20 n. I live on Maplewood Terrace.

21 STENOGRAPHER: I'm sorry. What's your
22 first name?

23 BEATE BOLEN: Beate, B-e-a-t-e.

24 STENOGRAPHER: Thank you.

1 BEATE BOLEN: I just want to emphasize
2 that I agree 100 percent with Pat's comments about the
3 trees. Right now, we're trying desperately to add
4 trees all over town because we have a sewer system
5 that can't handle the runoff. Every time we take down
6 a tree, it adds to -- it just adds to the burden on
7 our sewer system, which we're not going to replace our
8 100-year-old sewer system. So what possible
9 justification can there be for taking down major trees
10 on Sumner Avenue? We should be getting more of them,
11 not taking them out. And I know we just planted a
12 bunch of trees on our Terrace, but they are twigs, and
13 it's going to be years before they begin to even
14 approach absorbing the kind of runoff and cleaning the
15 air the way that these large trees do.

16 So, A, has there been an environmental
17 impact study done, because I haven't seen it? And,
18 does it address these issues?

19 And about this, you know, on the same
20 topic, my other big concern is this path through
21 Forest Park and putting lighting in there. Putting
22 lighting in there, you know, at night, all night,
23 impacts the animal flow, impacts the health of the
24 trees and the growth patterns of all the vegetation,

1 and not to mention the safety issue. I mean there is
2 an issue now when they can close the park at night.
3 Having that open all the time, how are they going to
4 address the safety issue? It's a big concern.

5 So, you know, now I do want to say I
6 commend you for doing this. It has to be done.
7 Something has to be done about the X. You can't walk
8 safely in that. I hold my breath every time I have to
9 cross the street there. So, I recognize this is a
10 very difficult puzzle. And I recognize that you have
11 made a really credible effort and there's always going
12 to be issues. But don't take away the positive things
13 we have to fix the problem that, you know, will
14 negatively impact the entire neighborhood in the
15 process.

16 MODERATOR CURRIER: That's why we --
17 these are all terrific comments, and that's part of
18 the process is hearing them, digesting them, and
19 moving forward, altering the design to incorporate the
20 suggestions and eliminate the negatives if possible.
21 And I want to clarify that the permitting process will
22 begin after the 75 percent submission. That's when
23 the design is really -- the details are defined and,
24 you know, the drainage calculations and all that is

1 now available at 75 percent for the permits to be --
2 the applications to be developed, and filed, and
3 presented to the agencies that, you know, protect our
4 resources. So, that's when that will happen.

5 I'm going to put the guys on the spot
6 and ask when you anticipate, roughly within a few
7 months, when you think we'll see the 75s?

8 STEPHEN SAVARIA: A year from now.

9 MODERATOR CURRIER: Okay. So, that's
10 when we'll start the permitting for real. And those
11 kind of comments that you made about the lighting and
12 so on will come into play then.

13 You know what I keep hearing is that
14 there's a lot of concerns about these beautiful trees.
15 It would be nice to identify exactly which ones are
16 going and which ones are staying. If maybe the City
17 would get Fuss & O'Neill to develop a plan they could
18 put on the website that would help.

19 STEPHEN SAVARIA: We have done that.
20 And we have discussed it with the City forester. And
21 so the Forestry Department is aware of which trees are
22 going and which trees are staying.

23 MODERATOR CURRIER: I think these
24 people want to go as well.

1 BEATE BOLEN: It would be very helpful
2 to share that information with us.

3 MODERATOR CURRIER: Perhaps the City
4 could put it on the website, Chris.

5 JONATHAN ALLARD: We have a full
6 landscape plan that is a preliminary, but it does show
7 all proposed trees, sizes, species --

8 MODERATOR CURRIER: And which big ones
9 are going, you know, these beautiful old trees?

10 JONATHAN ALLARD: -- which trees will
11 remain.

12 JEREMY COLE: Hi. Jeremy Cole. I'm a
13 resident of Forest Park.

14 STENOGRAPHER: Would you spell your
15 last name?

16 JEREMY COLE: C-o-l-e is the last name,
17 Jeremy, J-e-r-e-m-y is the first name.

18 STENOGRAPHER: All right. And Cole, C
19 --

20 JEREMY COLE: C-o-l-e, yeah.

21 STENOGRAPHER: Thank you.

22 JEREMY COLE: I want to focus on
23 Cliftwood Street. I want to understand how this plan
24 is going to take the pressure off Cliftwood. I know

1 you're putting a light at Cliftwood and Sumner, which
2 really doesn't make a lot of sense to me because right
3 now when you come down Sumner, the traffic is eased
4 through the X because they're taking the cutoff down
5 Cliftwood, which is something I do all the time.

6 And then the other issue is when you're
7 at the intersection of Cliftwood and Dickinson, that
8 is a terrible intersection. I go through there on a
9 regular basis and there are many accidents happening a
10 lot, as well as there are almost accidents happening a
11 lot, as in the other day I witnessed a woman on her
12 cell phone easing through the intersection. Children
13 were trying to cross in front of her. And somebody
14 wanted to take a left-hand turn. There are no lights
15 there. There basically is no traffic control. It
16 really does need to be.

17 And, at the other end of it, I really
18 don't understand that light there at all. I don't see
19 what it's going to -- I think it's going to make
20 things worse and not any better because it's going to
21 stop the traffic there, which means people are not
22 going to be really -- those folks who would normally
23 ease up to the intersection at the X, and so the
24 people from Cliftwood who want to take a right from

1 Sumner to Cliftwood can do that. They won't be able
2 to do that in this new plan.

3 So, anyway, can you address that for
4 me, please, both those issues, which are the -- both
5 ends of Cliftwood?

6 STEPHEN SAVARIA: So, Cliftwood is
7 going to be reversed. It will now be one way towards
8 Sumner Avenue.

9 JEREMY COLE: It didn't look like that
10 on the plan there. It looked like it had it coming
11 both directions.

12 STEPHEN SAVARIA: No, it's going to be
13 one-way towards Sumner. And, at the Sumner Avenue
14 end, there will be a left and a right turn lane for
15 both movements of Sumner controlled by the signal at
16 that location. There will be no traffic going south
17 on Cliftwood at that point.

18 JEREMY COLE: So then, at that point,
19 when you get to the X, in order to get on that side of
20 Dickinson, you're going to then have to take a right
21 you're saying?

22 STEPHEN SAVARIA: At the X.

23 JEREMY COLE: At the X.

24 STEPHEN SAVARIA: You will take the

1 right on Dickinson and the improvements to the --

2 JEREMY COLE: Will there be a right
3 turn lane there for them to do that?

4 STEPHEN SAVARIA: Yes, there will be a
5 right turn lane. That is how we have addressed that
6 kind of redistribution of the traffic on Cliftwood.

7 JEREMY COLE: Okay. All right. Thank
8 you. Appreciate it.

9 MODERATOR CURRIER: Now you know who
10 really runs these meetings -- Walter.

11 ROBERT KLUPA: The last name is K-l-u-
12 p-a; the first name, Robert; 46 Randolph Street. A
13 couple of questions about safety.

14 The crosswalks at the X have lights
15 where you press the button and they stop. And,
16 obviously, those are going to be upgraded to the ones
17 that make the beeping noise, the better ones. Are the
18 roundabouts going to have that kind of -- because
19 there's three crosswalks at each roundabout. Is there
20 going to be a button to stop traffic?

21 STEPHEN SAVARIA: No, there will not.

22 ROBERT KLUPA: Isn't that unsafe?

23 MODERATOR CURRIER: Actually, they're
24 very safe for pedestrians.

1 ROBERT KLUPA: Will it be safe for my
2 blind wife who uses that area all the time?

3 MODERATOR CURRIER: Blind people have
4 difficulty with roundabouts.

5 ROBERT KLUPA: Yes.

6 MODERATOR CURRIER: I can't lie to you.
7 But, sighted people find them very safe because
8 traffic moves so slowly. It continually moves.
9 That's the beauty of them. But they move so slowly
10 that everybody can judge the gap.

11 ROBERT KLUPA: I hope so on Friday
12 night and Saturday nights after the bars close.
13 That's a problem, yeah.

14 MODERATOR CURRIER: That's an issue.
15 And so the cars see the pedestrians waiting to cross
16 and they pause because it's a yield condition entering
17 the roundabouts, and the pedestrians can then cross.
18 So, that's how it works in my town where I have two of
19 them.

20 ROBERT KLUPA: Yeah, there's not a real
21 yield condition going north on or northwest on Belmont
22 because you're approaching a roundabout that only has
23 an exit.

24 MODERATOR CURRIER: But to enter the

1 circle --

2 STEPHEN SAVARIA: There's no traffic
3 really coming through there.

4 MODERATOR CURRIER: There's no traffic
5 going fast. So, yeah, so you're correct, there's no
6 yield there.

7 STEPHEN SAVARIA: There's not going to
8 be much circulating traffic.

9 ROBERT KLUPA: All right. That's a
10 major concern for me.

11 Also, Burlington Street is such a small
12 street. When you park on both sides like you do now
13 and there's no snow, only one car can get through at a
14 time. And now you're going to take the parking away
15 from two- and three-family homes that don't -- some of
16 them don't have driveways. What are they supposed to
17 do with their cars?

18 STEPHEN SAVARIA: I don't think we're
19 proposing any changes to parking on Burlington.

20 ROBERT KLUPA: You're going to let them
21 park on both sides of the street? It's going to stay
22 the same width and that's going to be a major through
23 street?

24 STEPHEN SAVARIA: It's not intended to

1 be a major through street.

2 ROBERT KLUPA: Well, it is. But it is
3 if you're coming south on Belmont because you can't go
4 to the X; you have to go that way, don't you? If it's
5 one-way, it's one-way the other way, you have to go to
6 Burlington Street.

7 STEPHEN SAVARIA: Correct, unless you
8 divert over to Oakland and come out that way.

9 CHRIS CIGNOLI: What we're proposing at
10 that location is if you're coming down Belmont and you
11 want to go through the X, the direction will be to go
12 down to Oakland to Sumner Avenue, a left onto Sumner
13 Avenue versus going through Burlington, which would
14 then encourage more traffic onto Grenada and to all
15 those side streets.

16 ROBERT KLUPA: And my last thing to
17 state is to talk about is Trenton Street. It's the
18 poor little street that if you go Cliftwood to
19 Dickinson and you go across, it goes over it. You
20 guys haven't got any markings on that street that
21 you're doing anything to it. And you're going to be
22 shoveling a lot of traffic to it I think because it
23 will be used as a shortcut to not have to go through
24 the X and not have to go through that roundabout.

1 CHRIS CIGNOLI: I'm just trying to
2 remember. You're talking about where you come out of
3 Cliftwood?

4 ROBERT KLUPA: If you come out of
5 Cliftwood and you hit Dickinson.

6 CHRIS CIGNOLI: It's a quick right,
7 left. That's correct.

8 ROBERT KLUPA: It's like a little Z.

9 CHRIS CIGNOLI: Right.

10 ROBERT KLUPA: That little street there

11 --

12 CHRIS CIGNOLI: Yes.

13 ROBERT KLUPA: -- will bring you out
14 towards --

15 CHRIS CIGNOLI: It brings you out to
16 Commonwealth.

17 ROBERT KLUPA: After the roundabout.

18 CHRIS CIGNOLI: Right.

19 ROBERT KLUPA: You make a nice cut-
20 through. You don't have to go through the roundabout
21 or the X to make that cut-through. And you didn't
22 devote any nice colors to that street to making it
23 wider, or cleaner, or anything else.

24 CHRIS CIGNOLI: No. I'm sorry.

1 There's nothing proposed on that street right now.
2 And the way that we're looking at it is that for
3 somebody to cut down what would be, in the future,
4 would be Lenox Street, not Cliftwood, to cut down
5 Lenox, to cut across, have to stop at the intersection
6 of Cliftwood and Dickinson, which I agree is difficult
7 because --

8 ROBERT KLUPA: What about a traffic
9 light?

10 CHRIS CIGNOLI: Right. But you're
11 stopped at that intersection --

12 ROBERT KLUPA: And no roundabout.

13 CHRIS CIGNOLI: No, but the roundabout
14 will flow. That's good. And now if you come into the
15 X and then you take the right to go onto Belmont out
16 towards the East Longmeadow area, you basically do
17 have a free flow through there. As somebody who is
18 going to be doing that a lot, that's the way I'm going
19 to do it. I'm going to avoid the side streets.

20 ROBERT KLUPA: The thing is I look at
21 that and it's very hard to find the bus stops. And
22 I'm not quite sure that they actually know where they
23 are.

24 CHRIS CIGNOLI: Yeah, we'll make sure

1 that they're pointed out because what I looked at is
2 if you're on a bus, the E buses that run on Dickinson,
3 and you want to get onto a G bus that runs on Belmont
4 and Sumner, there doesn't seem to be any place where
5 these bus stops actually meet, and the two bus stops
6 are at the same place because those are very popular
7 routes, the cross-town versus the through-town. And
8 if you can't change there, where are you supposed to
9 change.

10 ROBERT KLUPA: I don't know if there's
11 anybody here from PVRTA because I saw a car out there.
12 So maybe --

13 CHRIS CIGNOLI: No, there isn't anybody
14 from PVRTA. We'll make sure that they show up better
15 on the plans that we have so when you're looking at
16 them you'll be able to see them.

17 ROBERT KLUPA: Thank you much.

18 CHRIS CIGNOLI: Thank you.

19 MODERATOR CURRIER: Thank you very
20 much.

21 Yes, ma'am.

22 NANCY MORIARTY: Hi. Nancy Moriarty,
23 M-o-r-i-a-r-t-y. And I live on Fairfield Street.

24 And I wanted to bring up my concern, as

1 well as my neighbor on Garfield, about our street
2 being a cut-through street and how this might impact
3 that because when Mountainview got cut off and become
4 a one-way street, we saw increased traffic and that's
5 been permanent. And any time it's busy around the X,
6 trafficky times, you know, rush hour times, everybody
7 comes through our street and they go really fast, so
8 there's no way that slows them down even though we
9 have a curve at the end that you would think might
10 slow them down, and Garfield Street. Those two
11 streets are really busy already, so construction and
12 just otherwise, whether it's going to increase that.

13 I also wanted to say that I am glad
14 you're thinking about making more beautiful pedestrian
15 places. I know some folks maybe don't think we need
16 them, but I do think we need to keep our trees, keep
17 the beauty, and add to the beauty to maybe attract
18 more pedestrians, more business, more bikers, but we
19 also need to figure out how do we get parking then,
20 also, because if people can't get to the X and there's
21 no place to be, they don't come. So that was my other
22 thing.

23 And then just, finally, about notifying
24 people in the neighborhood about the meetings. I

1 think I heard you say that you put it in the
2 *Republican* and *El Mundo*. But we have a huge
3 neighborhood. And this is a good turnout, but maybe
4 there's lots of people that weren't reached because
5 they don't read the paper. A lot of people don't read
6 the paper anymore. So, are there other ways that you
7 could put it in local businesses if they would agree
8 about meetings, you know, post those kinds of things
9 so that -- making sure that we're reaching as many
10 people in the neighborhood that we can.

11 CHRIS CIGNOLI: What we did on this one
12 is, number one, we reached out to all the media
13 outlets. Some of them chose to do something with it,
14 some of them didn't. We reached out to all of the
15 City Councilors and we reached out to all of the
16 neighborhood citizen groups in the City and notified
17 them of it. And I know Forest Park and East Forest
18 Park, I double-checked with them to make sure they let
19 the people know about that as well, and through the
20 Next Door.

21 NANCY MORIARTY: Yeah.

22 CHRIS CIGNOLI: Through Next Door, it
23 should have been -- what we asked is that they all
24 share it through the Next Door as well.

1 NANCY MORIARTY: Okay.

2 CHRIS CIGNOLI: So, any sort of social
3 media that the neighborhood groups are using to get it
4 out there as much as we can.

5 NANCY MORIARTY: All right. Well,
6 that's great, but I just do know there are people,
7 lots of people in my neighborhood, who don't use any
8 of those either, or they might speak another language.
9 So, I don't know if there's other ways to incorporate
10 that.

11 CHRIS CIGNOLI: Yeah, we're always
12 struggling to make sure we get notice out. However,
13 this is a thousand percent more people than we usually
14 get at our public hearings.

15 NANCY MORIARTY: Okay.

16 MODERATOR CURRIER: We're headed in the
17 right direction.

18 CHRIS CIGNOLI: Yes.

19 NANCY MORIARTY: Thank you for
20 listening and for your time.

21 CHRIS CIGNOLI: Thank you.

22 MODERATOR CURRIER: Yeah, thank you.

23 Does the City have a Facebook presence,
24 a social media presence?

1 CHRIS CIGNOLI: Yes, we do. We have a
2 City Facebook page.

3 MODERATOR CURRIER: Maybe you could put
4 it on that.

5 CHRIS CIGNOLI: And we also have --
6 individual departments have Facebook pages.

7 MODERATOR CURRIER: Wow!

8 CHRIS CIGNOLI: The one thing that I'm
9 not a big fan of Facebook is when you post something,
10 if a lot of posts above it happen, all of a sudden
11 what you're looking at disappears real quick.

12 MODERATOR CURRIER: I see.

13 CHRIS CIGNOLI: So, what we try to do
14 is then repost it, and repost it, and repost it.

15 MODERATOR CURRIER: Oh, yeah.

16 CHRIS CIGNOLI: So that it stays
17 current on people's pages. When we post something
18 that may be weather-related or other project-related,
19 all of a sudden something for this that we may have
20 posted on Thursday gets pushed down a page that people
21 don't see. So, we try to do it in multiple places.

22 MODERATOR CURRIER: Great. Yes, sir.

23 PETER DELUZE: Good evening. My name
24 is Peter C. DeLuze, D-e-L-u-z-e. I live in the

1 neighborhood on Belmont Avenue. I have many comments.
2 They're quick and simple.

3 First of all, I have been a firefighter
4 up in Greenfield. I've been an EMT on an ambulance.
5 And I want you people to know that Belmont Avenue is a
6 primary route for fire engines coming out of the
7 Forest Park Fire Station, covering all of Forest Park
8 heading to the South End. There are no other near
9 fire stations in the City of Springfield. The next
10 nearest one is downtown at Worthington and --

11 AUDIENCE: Spring Street.

12 PETER DELUZE: Thank you. The fact of
13 the matter is that where I live on Belmont Avenue, I'm
14 going to tell you, okay, you should go there, stay
15 there for four or five hours. Three or four times a
16 night, and I'm not complaining about the fire
17 department at all, they use Belmont Avenue to get to
18 the South End.

19 MODERATOR CURRIER: Okay.

20 PETER DELUZE: They're not going to
21 head down naturally down Sumner or take a right onto
22 Oakland and go left unless they're told ahead of time.
23 Of course, you're putting in a split at Belmont and
24 Sumner Avenue. The fact of the matter is that Belmont

1 Avenue, from Sumner Avenue, there's a direct line to
2 the South End as opposed to Dickinson, which goes off
3 to Mill, and Rifle Street, and all like that.

4 Now, I would not -- I am in favor of
5 what the business owner said referencing his business
6 at the beginning of Sumner Avenue and -- well, across
7 from Cumberland gas station. Who is going to maintain
8 that green space, that paved area? Who is going to
9 maintain that? Every one of you here, I want you to
10 go outside when you leave here and look at the
11 pavement, the pavers, in front of this building.
12 They're all broken up because of Mother Nature. They
13 were not done right and I've seen kids -- I've lived
14 in this neighborhood ten years -- I've seen kids pick
15 up these pavers and throw them. So these pavers,
16 okay, good design. Let's use something else, let's
17 say two-by-two concrete slabs instead of pavers
18 because I'm sure those pavers are going to be eroding
19 after three or four years and become uneven and it's a
20 safety hazard.

21 Now, in regards to Sumner Avenue and
22 the street right across from Cumberland Farms, which
23 is where there's a bus stop at, going eastbound on
24 Sumner out of town, there's a bus stop there. I use

1 that bus stop, but there's no easy way for me to get
2 across the intersection where Belmont Avenue comes up
3 to Sumner. Right now, your plans do not propose a
4 crosswalk there from the Cumberland Farms side of
5 Sumner across to where the bus stop is. I'm asking
6 you to very much consider that right there at that
7 spot because you're redesigning the place, okay, and
8 not everybody gets their way. Okay? The majority of
9 opinions count, but the primary factor is safety as a
10 pedestrian.

11 Now, there is one small item, which I
12 have witnessed, at the corner of Belmont Avenue and
13 Sumner Avenue at the existing tree triangle there.
14 The timing is a little bit off. Cars are still
15 allowed to proceed down Sumner leaving the X at the
16 same time that the green light is given for Belmont
17 Avenue attempting to get onto Sumner. I haven't seen
18 an accident there. I've seen a few close encounters.

19 I am going to say something now that is
20 in opposition to most of the people here. I want to
21 see Sumner Avenue widened. The tree belt gets taken
22 off. Okay. That's bad. But, the fact of the matter
23 is, if we go to three lanes on Sumner Avenue on the
24 east side, we can fill up the traffic and allow it to

1 proceed through instead of going with two lanes having
2 spaces to turn onto your turn-offs onto side streets,
3 okay, but also instead of getting a back up because
4 I've seen it back up. Have you been there in the
5 afternoon? From the X back to Trinity United
6 Methodist Church, two lanes backed up. And you go to
7 three lanes, okay, you just fill in the traffic. So,
8 that one lane right there on the tree belt, as it is
9 existing, cannot even get to Cliftwood or Lenox to
10 make a right-hand turn. People will cut through
11 Dickinson and then up to Belmont.

12 The last item I would like to speak
13 about is the proposed turnabout or rotary, however you
14 define it, that's going to be placed right at about
15 where Commonwealth Avenue is. All right. I don't
16 know who here knows this, but I'll let you know.
17 Route 83 is a posted truck route from East Longmeadow
18 out and from Sumner Avenue to East Longmeadow, Route
19 83. How are you going to account for tractor-trailer
20 trucks?

21 MODERATOR CURRIER: They can make those
22 turns.

23 PETER DELUZE: With the roundabout,
24 they're going to be rounding about right onto

1 Commonwealth.

2 MODERATOR CURRIER: They can do it with
3 the apron. They're designed -- they put turning
4 templates on there when they design it. And they
5 should have no problem.

6 PETER DELUZE: I think that would be a
7 big problem because if we're talking about Belmont
8 Avenue now, where you're going to put Commonwealth,
9 where Commonwealth is, and you're going to put in a
10 roundabout to make it come one way out onto
11 Commonwealth, is that the only purpose for that
12 roundabout?

13 MODERATOR CURRIER: Steve, can you help
14 us with that?

15 STEPHEN SAVARIA: The purpose for the
16 roundabout is so that vehicles that get to that point
17 can reverse direction and go out Ormond Street if they
18 missed --

19 PETER DELUZE: Not Ormond Street, after
20 that. Is the roundabout going to be at Ormond Street?

21 STEPHEN SAVARIA: No, the roundabout is
22 going to be at Commonwealth.

23 PETER DELUZE: Okay. What about
24 tractor-trailer trucks? That's the posted route. I

1 take the buses all the time, folks. I don't drive
2 anymore. I've been on the street walking. I know my
3 location. I know observations. You have tractor-
4 trailer trucks on Belmont Avenue coming up to Sumner
5 six times a day, the one that goes down to Sumner.
6 You have the city buses. So, a bus coming up is going
7 to go right on Ormond Street. They're just going to
8 follow the signs. They're going to continue on up
9 unless you create an actual curbing at Ormond Street
10 to direct traffic onto Ormond on Sumner. You would
11 have to do that I think, not let them go up to
12 Commonwealth.

13 Now, as far as some trucks that want to
14 go down Commonwealth, service trucks, delivery trucks,
15 the Forest Park Avenue sign at the beginning of Sumner
16 Ave., at the beginning of Fort Pleasant and Forest
17 Park Avenue, let's people know it's for service trucks
18 only, no through trucks. So, no through trucks would
19 be a good plan.

20 And my last, to this gentleman here,
21 Bob, I believe, I want to ask you, you're a traffic
22 engineer, I believe.

23 BAO LANG: That's right.

24 PETER DELUZE: Would you consider,

1 instead of putting in a green island on Sumner Avenue,
2 because you're going to expand it a little bit, but
3 you're not, you're creating more space, but you're not
4 in terms of taking one to two feet, the curbing and
5 the tree belt, going to three lanes on each side would
6 accommodate the matter I think because it's going to
7 allow more traffic to queue up. And then your right
8 lane will take care of your Cliftwood and your Lenox.

9 Thank you.

10 MODERATOR CURRIER: Thank you very
11 much. We can carry on that discussion on the side.

12 I would like to ask the designers about
13 the emergency response vehicle path that the gentleman
14 brought up about Belmont. That's an important
15 comment. Can you explain to us how that's going to
16 respond, how they're going to respond from that
17 station?

18 CHRIS CIGNOLI: Do you want me to take
19 that, Steve?

20 STEPHEN SAVARIA: We haven't had any
21 input from the fire department as far as -- we haven't
22 had any input from the fire department relative to
23 emergency response on Belmont.

24 PETER DELUZE: Have you asked them?

1 Have you gone to them?

2 STEPHEN SAVARIA: We haven't gone to
3 them.

4 PETER DELUZE: You have not. I think
5 it would --

6 STENOGRAPHER: I'm sorry, sir. Can you
7 go back to the mic and speak?

8 MODERATOR CURRIER: We will. We will.
9 We're going to have to talk that out. That's why
10 that's a great comment. Really, yeah. It's super
11 important. That's why I put them on the spot.

12 PETER DELUZE: That is the question. I
13 live on Belmont.

14 MODERATOR CURRIER: Right.

15 PETER DELUZE: Come on down, four or
16 five times a night. I'm not opposed to it.

17 MODERATOR CURRIER: Right.

18 PETER DELUZE: But I am opposed to that
19 one-way thing there.

20 MODERATOR CURRIER: Thank you.
21 Yes, sir?

22 STENOGRAPHER: Hang on a second.

23 MODERATOR CURRIER: Thank you, Walter.
24 Yes, sir?

1 DREW GALASKA: Drew Galaska, G-a-l-a-s-
2 k-a.

3 My concerns, I guess questions, are for
4 Chris and to Jon.

5 So, Chris, you actually mentioned
6 earlier the arborvitaes at the X that are at the
7 intersection of Belmont and Dickinson where they kind
8 of come together. They're currently blocking a light
9 controller there. Those create a severely dangerous
10 mess of a blind spot. If you are parked on Belmont
11 and you're waiting at the stop line --

12 CHRIS CIGNOLI: Yeah, I know where you
13 mean.

14 DREW GALASKA: -- and you're not
15 blocking the crosswalk, you cannot see a thing in the
16 X. And as that man mentioned, the lights are a little
17 off. They give you a green when maybe someone is
18 running the yellow or taking the illegal left off
19 Dickinson. And I've been nearly hit many times.

20 So, for the future, I ask you to
21 consider to choose your planting, where you're
22 planting them and what they'll look like in the future
23 because when those plants were planted, they were
24 these tiny little things. They blocked the box. They

1 looked prettier than the box. And now they are
2 massive. And I would attribute a fair number of those
3 accidents to the fact that coming up Belmont, I can't
4 see a thing in the X. I think they should be removed.
5 Really, I mean I'd like to remove them tomorrow. But,
6 before construction starts, if you're going to start
7 diverting traffic different ways, they need to be gone
8 because I can't see unpredictable traffic. I can't
9 see workers. I can't see policemen. And, right now,
10 in order to see, because I know better, I live here, I
11 creep onto the crosswalk, and I peek around, and I
12 wait. The green goes, and I wait, and I take my time.
13 I wait and I take my time. I get honked at. Like
14 when you get nearly t-boned and nearly clipped half a
15 dozen, dozen times, you don't care if you get honked
16 at. So, I ask that in the future you consider the
17 plants you're planting, where you're putting them.

18 And, you know, we talk about how you're
19 going to plant little one-inch, two-inch twigs.
20 Eventually, they're not one- and two-inch twigs. And
21 even though you can see now, ten, 20 years from now,
22 you may not be able to.

23 And, Chris, I would just really
24 appreciate it, knowing that those arborvitaes are not

1 part of any future plan, that you would consider
2 either a serious trim or just getting rid of them
3 because, honestly, we're in this new part of this art
4 piece where people are decorating the boxes to make
5 them look pretty, people are doing different things,
6 and those arborvitaes' just block a major street that
7 goes in now, that I know is going out in the future.
8 I'm talking the south side of the X. In the future,
9 it's going to be one way out, so it's going to be a
10 non-issue. I can't wait five years and sit with that
11 blind spot this much longer.

12 CHRIS CIGNOLI: I want to get rid of
13 them tomorrow for two reasons. Number one, exactly
14 what you talk about, getting out there and people
15 making -- blowing the Dickinson -- if they're going up
16 and down Dickinson, taking that whatever, it's a right
17 or a left. I want to get rid of it. Number two,
18 because of where the traffic controller is, if one of
19 our workers is working on that traffic controller, he
20 can't see the lights while you're working on them --

21 DREW GALASKA: Right.

22 CHRIS CIGNOLI: -- which is not what
23 it's really good for. So, I have a feeling before we
24 get to that point, a lot of those will be gone.

1 DREW GALASKA: You would say as the
2 head of DPW that you want to get rid of them tomorrow.
3 Well, why are they still there now?

4 CHRIS CIGNOLI: I just can't take trees
5 out. I have to go through a process. So, one of the
6 things that I know when we're moving forward with this
7 project ahead of time, I'm going to make a motion
8 through the Park Department, etc., to make sure that I
9 can get rid of them.

10 DREW GALASKA: Okay. If I could just
11 have your card at the end of this?

12 CHRIS CIGNOLI: Absolutely.

13 DREW GALASKA: I would like to be part
14 of that process because I'd like to go on record as
15 saying I hate those arborvitaes.

16 CHRIS CIGNOLI: Yeah.

17 DREW GALASKA: And, if nothing else, it
18 makes me feel good to say it out loud and over a mic.

19 CHRIS CIGNOLI: I know it's come up
20 before. At that intersection, one of the things that
21 we did is we increased the all red time so that if
22 somebody blows the light in one of those directions --
23 I want to say it's five seconds now. So that means if
24 somebody is still coming through there, they really

1 blew a red light.

2 DREW GALASKA: It's more the people
3 that are coming off of Dickinson --

4 CHRIS CIGNOLI: Yes.

5 DREW GALASKA: -- who don't realize
6 they can't take a left. They get stuck on a red.

7 CHRIS CIGNOLI: Right. They're in the
8 middle.

9 DREW GALASKA: They're at the lights.
10 They can't see them.

11 CHRIS CIGNOLI: Right.

12 DREW GALASKA: And then they don't
13 realize that we have a green coming in.

14 CHRIS CIGNOLI: Exactly. Exactly.

15 DREW GALASKA: I just want to see the
16 traffic that is coming perpendicular to me.

17 CHRIS CIGNOLI: Yeah. No, we agree on
18 that.

19 DREW GALASKA: Okay. Thank you.

20 CHRIS CIGNOLI: Thank you.

21 MODERATOR CURRIER: The lady with the
22 patience. How are you?

23 SUSAN JOEL: No, I -- so, Susan Joel,
24 J-o-e-l. I live in the neighborhood.

1 And I've been thinking and listening
2 all evening. And one of the things that I'm hearing
3 from both this side of the room and this side of the
4 room is that there's a serious problem with traffic at
5 the X right now. Right? And you've developed this
6 very comprehensive, long-term, you know, detailed plan
7 that's going to take, if everything goes according to
8 plan, which almost never happens with a big
9 construction project like this, it will be seven years
10 from now before it's done.

11 MODERATOR CURRIER: Correct.

12 SUSAN JOEL: Right?

13 MODERATOR CURRIER: Yeah, completion.
14 Yes.

15 SUSAN JOEL: Completion.

16 MODERATOR CURRIER: To completion.

17 SUSAN JOEL: Seven years from now. So,
18 if the intersection currently is one of the most
19 dangerous intersections in the Valley because of its
20 crash rate, it would seem to me like it makes sense to
21 think about what are some interim steps that can be
22 taken to try to mitigate some of the problems. And
23 that mitigation process, if it's done correctly, might
24 be able to address some of the questions that have

1 been raised tonight. Right?

2 So, people are concerned about trees.

3 People are concerned about cut-throughs. Right?

4 There's a lot of issues that got brought up. So, if
5 there's a way to, for example, synchronize the lights
6 in a way that helps to control the traffic. If
7 there's a way to deal with the arborvitaes --

8 MODERATOR CURRIER: Yeah.

9 SUSAN JOEL: -- if there's a way to put
10 in some new signage or some new directions around
11 pedestrian crossings. It would be nice to have like
12 lines. It would be nice to have all kinds of things
13 that don't cost \$11-and-a-half million and don't take
14 seven years to do.

15 So, I guess I would encourage the City
16 and whatever partners you need, Chris, to work with
17 you to think about, you know, what can we do between
18 now and seven years from now --

19 MODERATOR CURRIER: Right.

20 SUSAN JOEL: -- to try to make the
21 intersection a safer intersection for everyone.

22 MODERATOR CURRIER: Yeah.

23 SUSAN JOEL: Right? Because asking us
24 to wait for seven years --

1 MODERATOR CURRIER: Right.

2 SUSAN JOEL: -- to fix a problem that's
3 really an urgent problem seems like a hard ask.

4 MODERATOR CURRIER: No, that's a great
5 constructive comment. And there are -- you could
6 freshen up the striping, and check the visibility of
7 the signs -- those arborvitaes are probably in deep
8 trouble right now -- and some other things that I
9 can't think of. Bao might have a couple of ideas.

10 BAO LANG: A Road Safety Audit was
11 actually performed probably a year ago, Nick. And
12 they did provide some interim short-term fixes like
13 you suggested. So, that's something that Chris, the
14 City, can probably look into to maybe address before
15 this project. So, there are little, low-cost, interim
16 actions that can be taken. And that will be up to
17 Chris and the City.

18 MODERATOR CURRIER: MassDOT performs
19 Road Safety Audits at all our high-crash locations,
20 which is the exact exercise you described where we
21 evaluate simple, low-cost, quick fixes.

22 AUDIENCE: Can we get those interim
23 steps that you suggested --

24 MODERATOR CURRIER: Can you come up to

1 the mic? Yes, we can provide the Road Safety Audit
2 results. We can give that to the City. They can put
3 it on their website.

4 AUDIENCE: If we could get those
5 interim results and share it with the civic
6 associations as well as with the City Council, and
7 then we could work with Mr. Cignoli.

8 MODERATOR CURRIER: Yes, absolutely.
9 Thank you.

10 Yes, what else? One more. This
11 gentleman here.

12 AUDIENCE: On your little footprint,
13 you have this red marker here that looks like a --
14 what is that?

15 STEPHEN SAVARIA: As part of the
16 original concept design, in addition to the path going
17 through Forest Park from Cliftwood out to Sumner
18 Avenue, there was going to be another path for Trafton
19 Road into Forest Park to the arena parking area where
20 the farmers' market is, kind of just through the woods
21 back there.

22 The Parks Department has elected to
23 make that part of their own set of programmed
24 improvements. So that is no longer part of this

1 project.

2 AUDIENCE: Thanks.

3 MODERATOR CURRIER: Would anyone else
4 like to be formally recognized by -- yes, ma'am. Come
5 on up. I'm afraid we need you at the mic. You've
6 seen Walter.

7 KIM RIVERA: Hello. My name is Kim
8 Rivera. And I am actually the civilian coordinator
9 for the C3 --

10 MODERATOR CURRIER: Could you spell
11 your last name for us?

12 KIM RIVERA: River with an A.

13 STENOGRAPHER: R-i-v-e-r-a?

14 KIM RIVERA: Exactly.

15 STENOGRAPHER: Thank you.

16 MODERATOR CURRIER: Thank you.

17 KIM RIVERA: And I am the civilian
18 coordinator for the C3 here in Forest Park.

19 Just as an FYI, I didn't know about
20 this meeting. I was just fortunate that someone had
21 to tell me. We meet every Monday at Calvary Love
22 Church from 10:00 to 11:00, faithfully, for five
23 years. So, if you ever want to give out some
24 information, maybe someone could come to the meeting.

1 I also live on Pomona and Sumner. And
2 my fear is that if you have the light -- I believe
3 that it's Ormond Street -- when you have all that
4 traffic coming in and out, we have the liquor store
5 and Benson Bagels there. And people love that
6 restaurant. And so it's always already busy on my
7 street. So, imagine when they start having a lot of
8 traffic coming in from East Longmeadow, and you've got
9 the liquor store, and you've got the little
10 restaurant. I just feel like that's going to end up
11 being one area that's going to be congested. And I'm
12 afraid of that.

13 And I really don't want a lot of cars
14 on my street. I like my street the way it is. That's
15 my complaint.

16 MODERATOR CURRIER: That's a good
17 comment.

18 KIM RIVERA: Thank you

19 STENOGRAPHER: I'm sorry, Ms. Rivera,
20 before you go, just a couple of things. You are the
21 civilian coordinator of what?

22 KIM RIVERA: C3.

23 STENOGRAPHER: C3?

24 KIM RIVERA: Yes.

1 STENOGRAPHER: And, I'm sorry, you
2 mentioned a bagel store. What's the name of it again?
3 KIM RIVERA: Benson Bagels.
4 STENOGRAPHER: Sorry?
5 KIM RIVERA: Benson Bagels.
6 STENOGRAPHER: Benson?
7 KIM RIVERA: Yes.
8 MODERATOR CURRIER: Yes, Benson Bagels.
9 STENOGRAPHER: Thank you.
10 MODERATOR CURRIER: Thanks very much,
11 Ms. Rivera. Sorry.
12 VIRGINIA WHITE: Virginia White, W-h-i-
13 t-e.
14 I just was wondering, since the X and
15 all those main streets, the speed is a problem, if you
16 incorporated or have thought about any traffic calming
17 designs?
18 MODERATOR CURRIER: On the side streets
19 or on the X itself, the major roads?
20 VIRGINIA WHITE: On the main street,
21 like Sumner and stuff, to slow the traffic instead of
22 widening the street and having more cars go down at
23 speeds that are ridiculous.
24 MODERATOR CURRIER: Narrowing the lanes

1 is a form of traffic calming. We're going from 13-
2 and-a-half feet to 11 on each lane. And we're adding
3 the shoulder stripes. We're not allowed to do speed
4 bumps on public safety routes, things like that.

5 STEPHEN SAVARIA: So the elimination of
6 through traffic on Belmont Avenue --

7 MODERATOR CURRIER: Yeah, that will
8 help.

9 STEPHEN SAVARIA: -- is a traffic
10 calming measure. And the introduction of the mini-
11 roundabouts on Belmont Avenue is also a traffic
12 calming measure.

13 VIRGINIA WHITE: Okay. Great. Thank
14 you.

15 MODERATOR CURRIER: That's a great
16 question.

17 What do you think? Shall we close it
18 formally and then we'll stay for as long as you'd like
19 to chat? I see some nods. I'm going to go with it.

20 Thank you so much. Walter, we're
21 officially ending the formal part of our gathering at
22 9:07.

23 (Whereupon, the hearing was closed at
24 9:07 p.m.)

C E R T I F I C A T E

I, Judith A. Luciano, do hereby certify that the foregoing record is a true and accurate transcription of the proceedings in the above-captioned matter to the best of my skill and ability.

Judith A. Luciano

Judith A. Luciano

**** ALL NAMES NOT PROVIDED WERE SPELLED PHONETICALLY TO THE BEST OF MY ABILITY**

Arlington Reporting Company
(339)674-9100



DESIGN PUBLIC HEARING

SEPTEMBER 17, 2019

AT

FOREST PARK MIDDLE SCHOOL AUDITORIUM

SPRINGFIELD, MASSACHUSETTS

6:30 PM

FOR THE PROPOSED

**SUMNER AVE AT BELMONT AVE AND DICKINSON STREET (THE X)
INTERSECTION AND RELATED IMPROVEMENTS PROJECT**

**PROJECT NO. 608717
ROADWAY PROJECT MANAGEMENT SECTION
IN THE CITY OF SPRINGFIELD, MASSACHUSETTS**

**COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION**

**JONATHAN GULLIVER
HIGHWAY ADMINISTRATOR**

**PATRICIA A. LEAVENWORTH, P.E.
CHIEF ENGINEER**

**THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION – HIGHWAY DIVISION
NOTICE OF A PUBLIC HEARING Project File No. 608717**

A Design Public Hearing will be held by MassDOT and the City of Springfield to discuss the proposed Sumner Ave at Belmont Ave and Dickinson Street (The X) Intersection and Related Improvements Project in Springfield, MA.

WHERE: Forest Park Middle School Auditorium
46 Oakland Street
Springfield, MA 01108

WHEN: Tuesday, September 17, 2019 @ 6:30 PM

PURPOSE: The purpose of this hearing is to provide the public with the opportunity to become fully acquainted with the proposed Sumner Ave at Belmont Ave and Dickinson Street (The X) intersection and surrounding area improvements project. All views and comments made at the hearing will be reviewed and considered to the maximum extent possible.

PROPOSAL: The project includes reconstruction of The "X" and other intersections along Sumner Ave, Belmont Ave and Dickinson Street. Major project elements include: reconstruction of existing roadways, realignment of critical intersections, new traffic signal control, construction of two mini-roundabouts, handicapped accessibility, pedestrian improvements, bike lane and shared use bicycle accommodation, bus stop accommodations, drainage, streetscaping and pedestrian plazas, landscaping and utility improvements. In addition, new shared use paths will connect the surrounding neighborhood to Forest Park.

A secure right-of-way is necessary for this project. Acquisitions in fee and permanent or temporary easements may be required. The City of Springfield is responsible for acquiring all needed rights in private or public lands. MassDOT's policy concerning land acquisitions will be discussed at this hearing.

Written views received by MassDOT subsequent to the date of this notice and up to five (5) days prior to the date of the hearing shall be displayed for public inspection and copying at the time and date listed above. Plans will be on display one-half hour before the hearing begins, with an engineer in attendance to answer questions regarding this project. A project handout will be made available on the MassDOT website listed below.

Written statements and other exhibits in place of, or in addition to, oral statements made at the Public Hearing regarding the proposed undertaking are to be submitted to Patricia A. Leavenworth, P.E., Chief Engineer, MassDOT, 10 Park Plaza, Boston, MA 02116, Attention: Roadway Project Management, Project File No. 608717. Such submissions will also be accepted at the hearing. Mailed statements and exhibits intended for inclusion in the public hearing transcript must be postmarked within ten (10) business days of this Public Hearing. Project inquiries may be emailed to dot.feedback.highway@state.ma.us

This location is accessible to people with disabilities. MassDOT provides reasonable accommodations and/or language assistance free of charge upon request (including but not limited to interpreters in American Sign Language and languages other than English, open or closed captioning for videos, assistive listening devices and alternate material formats, such as audio tapes, Braille and large print), as available. For accommodation or language assistance, please contact MassDOT's Chief Diversity and Civil Rights Officer by phone (857-368-8580), fax (857-368-0602), TTD/TTY (857-368-0603) or by email (MassDOT.CivilRights@dot.state.ma.us). Requests should be made as soon as possible prior to the meeting, and for more difficult to arrange services including sign-language, CART or language translation or interpretation, requests should be made at least ten (10) business days before the meeting. In case of inclement weather, hearing cancellation announcements will be posted on the internet at <http://www.massdot.state.ma.us/Highway/>

JONATHAN GULLIVER
HIGHWAY ADMINISTRATOR

PATRICIA A. LEAVENWORTH, P.E.
CHIEF ENGINEER



Dear Concerned Citizen:

The Massachusetts Department of Transportation (MassDOT) is committed to building and maintaining a transportation infrastructure that is both safe and efficient for all who use our roadways, bridges, bicycle facilities and pedestrian paths, while maintaining the integrity of the environment.

As part of the design process for this project, we are conducting this public hearing to explain the proposed improvements, listen to your comments and answer any questions you may have. At the conclusion of the hearing, MassDOT will review all of your comments and, where feasible, incorporate them into the design of the project.

We recognize that road and bridge construction can create inconveniences for the public. MassDOT places a great deal of emphasis on minimizing the temporary disruptive effects of construction.

MassDOT encourages input from local communities and values your opinions. Please be assured that we will undertake no project without addressing the concerns of the community.

Sincerely,

Patricia A Leavenworth, P. E.
Chief Engineer

WHAT IS A PUBLIC HEARING?

WHY A PUBLIC HEARING?

To provide an assured method whereby the Commonwealth of Massachusetts can furnish to the public information concerning the State's highway construction proposals, and to afford every interested resident of the area an opportunity to be heard on any proposed project. At the same time, the hearings afford the Commonwealth an additional opportunity to receive information from local sources which would be of value to the State in making its final decisions to what design should be advanced for development.

WHY NOT A VOTE ON HIGHWAY PLANS?

The hearings are not intended to be a popular referendum for the purpose of determining the nature of a proposed improvement by a majority of those present. They do not relieve the duly constituted officials of a State highway department of the necessity for making decisions in State highway matters for which they are charged with full responsibility.

WHAT DOES A PUBLIC HEARING ACCOMPLISH?

It is designed to ensure the opportunity for, or the availability of, a forum to provide factual information which is pertinent to the determination of the final alternative considered by the state to best serve the public interest, and on which improvement projects are proposed to be undertaken.

It is important that the people of the area express their views in regard to the proposal being presented, so that views can be properly recorded in the minutes of the meeting. These minutes will be carefully studied and taken into consideration in the determination of the final design.

RIGHT OF WAY ISSUES

A secure right of way is necessary for this project. Temporary construction easements may be required. Your municipality is responsible for acquiring all necessary rights in private or public lands. If your property is affected, your rights are fully protected under law.

1. REASON FOR PROJECT

The completion of this project will serve local needs. The proposed enhancement will also be in the interest of others in the greater community, and provide for the public good.

2. WHO CONTACTS ME?

Representatives of the municipality have already contacted or will contact you. They will explain the procedures used in acquiring any necessary rights in land.

3. WHAT ABOUT DONATIONS? WHAT IS A RIGHT OF ENTRY?

Town officials will often seek donations, of parcels, where permanent rights are required. This procedure will minimize the acquisition cost for your community.

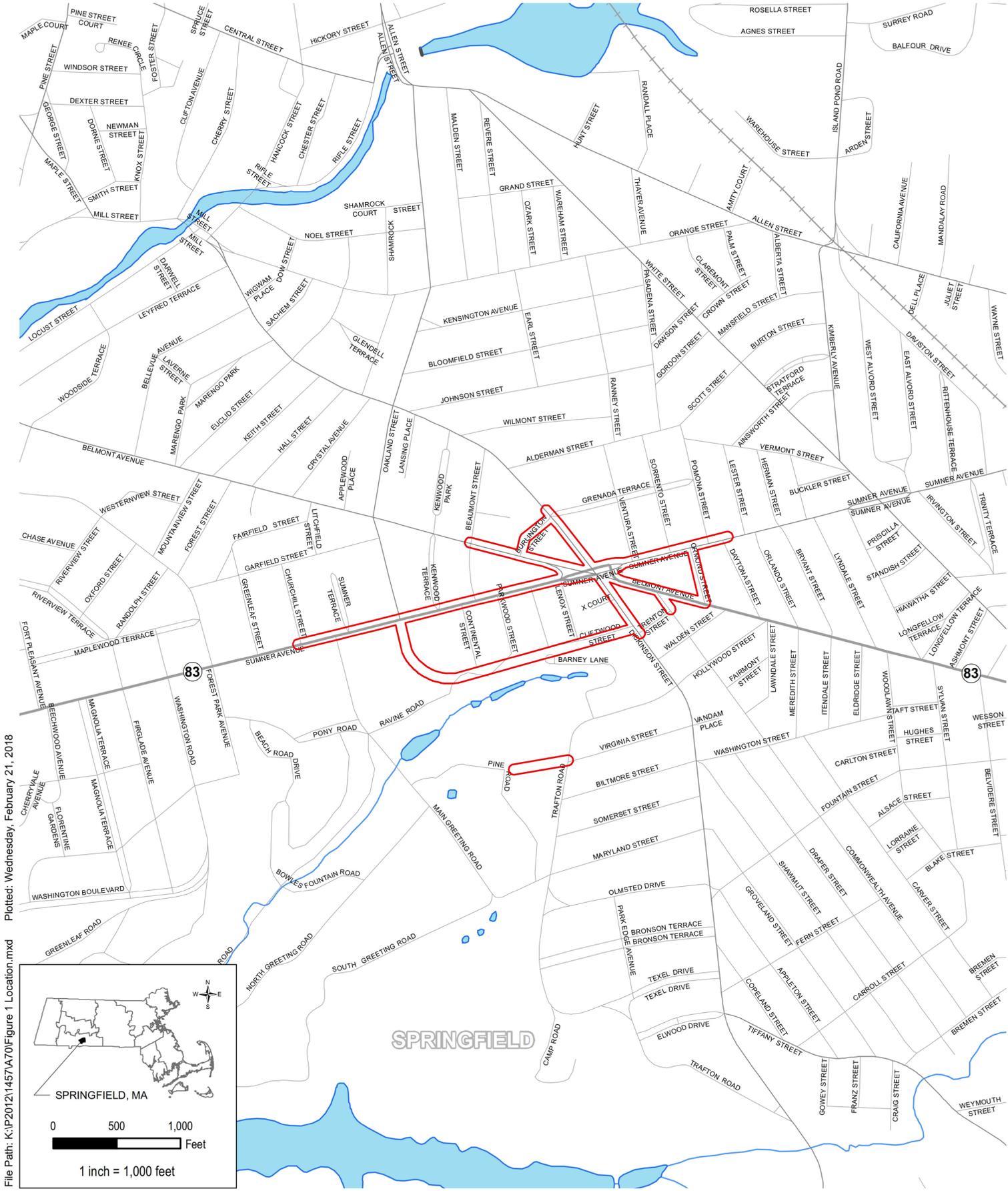
A Right of Entry is a document that is signed by the owner. It allows the Contractor to perform certain types of work on the owner's land. The work is usually minor in nature and frequently consists of loaming/seeding behind sidewalks, new driveway apron work, grading/sloping, and wetland protection, etc. The rights granted are temporary in nature.

4. WHAT IS A FAIR PRICE FOR THE ACQUIRED PARCELS?

In the event that donations are not considered, or completed, every effort will be made to ensure that an equitable value is awarded. Municipal and/or outside appraisers will complete an appraisal. Consideration is given to the type of rights needed, whether in fee, permanent or temporary easements. The appraisal will be the basis for arriving at a fair price (for damages that result).

5. MUST I ACCEPT THE MUNICIPALITY OFFER?

No, if the owner feels that the offer is not fair the owner may petition the courts. This action does not stop or delay the acquisition. The action must occur within 3 years. The owner(s) may be paid pro tanto (for the time being). The pro tanto payment will not prejudice the court's final decision.



File Path: K:\P2012\1457\A70\Figure 1 Location.mxd
 Plotted: Wednesday, February 21, 2018

FIGURE 1: SITE LOCATION MAP
 SPRINGFIELD "X" INTERSECTION IMPROVEMENTS
 SPRINGFIELD, MA
 APRIL 6, 2017



PROJECT OVERVIEW

The improvements proposed as part of this project will address existing and future deficiencies associated with the increase in traffic demand along this heavily traveled corridor. The purpose of this design, engineering, and landscape architecture work is to refine the recommended improvements for traffic congestion mitigation, pedestrian, bicycle, and vehicle safety enhancement to the study area roadways as presented in the “X” Planning Study.

The main features of the improvements for this project are as follows:

- Traffic pattern modifications to the study area intersections to alleviate congestion and improve safety at the X intersection
- New traffic signal equipment to improve operations
- New signal coordination plan between signals on Sumner Avenue to improve Sumner Avenue traffic progression
- Provision of 5’ bicycle lanes
- Construction of a multi-use path within Forest Park connecting Dickinson Street with Sumner Avenue/Oakland Street intersection
- Reconstruct and reconfigure sidewalks and pedestrian facilities; provide furnishings and landscaping.
- Improve pedestrian accessibility and crossing lengths
- Addition of left and right turn auxiliary lanes at study area intersections to separate movements where warranted by traffic volumes

PROPOSED IMPROVEMENTS

In general, the Belmont Avenue legs at the “X” are redesigned to be one-way roadways departing the intersection. In order to accommodate this design, the following summarizes the redistribution methodologies and anticipated improvement measures for the preferred alternative.

The “X” — Sumner Street at Dickinson Street and Belmont Avenue:

- Redesign the Belmont Avenue north leg to provide a one-way roadway northbound from Sumner Avenue to Burlington Street (i.e., departing the “X”).
- Redesign the Belmont Avenue south leg to provide a one-way roadway southbound from Sumner Avenue to Commonwealth Avenue (i.e., departing the “X”).
- Reconfigure the Sumner Avenue westbound approach to provide an exclusive left-turn lane onto Dickinson Street southbound.
- Reconfigure the Dickinson Street northbound and southbound approaches to provide exclusive left turn lanes onto Sumner Avenue.
- Permit right turns from Dickinson Street southbound approach to Sumner Avenue with a “No Turn on Red” sign.

Belmont Avenue North of the “X”:

- Redistribute Belmont Avenue southbound traffic destined for Sumner Avenue eastbound, Dickinson Street southbound, and Belmont Avenue southbound to Oakland Street and then to Sumner Avenue.
- Reconstruct the Belmont Avenue and Burlington Street intersection to provide a mini-roundabout, with Belmont Avenue north and Burlington Street providing two-way traffic

flow, and Belmont Avenue south providing one-way traffic flow approaching the intersection (i.e., away from the “X”).

- Modify traffic signal operations at the Belmont Avenue and Oakland Street intersection.
- Modify traffic signal operations at the Sumner Avenue and Oakland Street intersection.

Belmont Avenue South of the “X”:

- Redistribute Belmont Avenue northbound traffic destined for Sumner Avenue westbound, Belmont Avenue northbound, and Dickinson Street northbound to Ormond Street and then to Sumner Avenue.
- Convert Ormond Street to a one-way roadway northbound from Belmont Avenue to Sumner Avenue.
- Remove the existing traffic signal at the Sumner Avenue intersection with Belmont Avenue south.
- Reconstruct the Belmont Avenue and Commonwealth Avenue intersection to provide a mini-roundabout, with Belmont Avenue south and Commonwealth Avenue providing two way traffic flow, and Belmont Avenue north providing one way traffic flow approaching the intersection (i.e., away from the “X”).

Sumner Avenue West of the “X”:

- Relocate the Sumner Avenue traffic signal from the Lenox Street intersection to the Cliftwood Street intersection. .
- Convert Lenox Street to a one-way roadway southbound from Sumner Avenue.
- Convert Cliftwood Street to a one-way roadway northbound toward Sumner Avenue.
- Remove the existing traffic signal at the Sumner Avenue intersection with Lenox Street. Place the Sumner Avenue and Cliftwood Street intersection under traffic signal control. Include the Cliftwood Street traffic signal within a coordinated traffic signal system with the “X” signalized intersection.

Sumner Avenue at Oakland Street:

- Restripe the Sumner Avenue eastbound approach to provide an exclusive left-turn lane and two through lanes.
- Reconfigure the Oakland Street southbound approach to provide an exclusive left turn lane and a right-turn lane.

Sumner Avenue at Ormond Street:

- Place the Sumner Avenue and Ormond Street intersection under traffic signal control. Include the Ormond Street traffic signal within a coordinated traffic signal system with the “X” signalized intersection.
- Modify the Forest Park Liquors drive to be controlled by the traffic signal.
- Close the Santander Bank drive-through entrance.
- Restripe the Ormond Street northbound approach to provide an exclusive left—turn lane and a shared left-turn/through/right—turn lane.

Sumner Avenue at White Street:

- Provide vehicle detection and retime the traffic signal to provide more green time on the Sumner Avenue eastbound/westbound permissive phase.

Sumner Avenue at Main Greeting Road (Forest Park main entrance):

- Construct a Sumner Avenue westbound exclusive left-turn lane for access into Forest Park.

TRAFFIC MANAGEMENT

All roadways in the project area will remain open to traffic throughout construction. At least one lane of traffic in each direction will be maintained at all times. There will be pedestrian detours in place during normal construction hours if necessary. Sections of sidewalk may be closed for short periods of time to allow for concrete curing. Occasional short traffic disruptions may occur but every effort will be made to minimize inconvenience to the public.

RIGHT OF WAY IMPACTS

Temporary construction and permanent sidewalk easements, as well as acquisition in fee of private property for the alteration of the layout of Belmont Avenue associated with the project construction will be required. The City will be responsible for securing all necessary easements and fee takings.

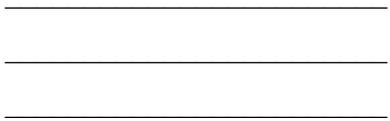
PROJECT COST

The current estimate of the total construction cost of this project is approximately \$11 million.

PROJECT SCHEDULE

The design is expected to be complete by 2022 and ready for advertisement when funding for the project is programmed in the Statewide Transportation Improvements Program (STIP).

Please Fold and Tape



Please Place
Appropriate
Postage Here

Patricia A. Leavenworth, P.E.
Chief Engineer
MassDOT – Highway Division
10 Park Plaza
Boston, MA 02116-3973

RE: Public Hearing
RECONSTRUCTION OF SUMNER AVENUE AT DICKINSON STREET AND
BELMONT AVENUE (THE "X")
SPRINGFIELD
Project File No. 608717
Roadway Project Management Section





PUBLIC HEARING SIGN-IN SHEET

Project: SPRINGFIELD - Sumner Ave., Dickson Street, Belmont Ave., Project Info No. 608717

Hearing Date: 09/17/2019

Facilitator: MASSDOT - HIGHWAY DIVISION

Place/Room: Springfield Forest Park Middle School

	Name (Please Print)	Affiliation	Phone and/or Email Address	How did you learn of this meeting? Please circle all that apply or write in a response
41	Charles Gray	President, Trinity United Methodist Church Charon Board of Trustees	Charles_gray2@msn.com 757-869-3965	NEIGHBOR SOCIAL MEDIA SPRINGFLD REPUBLICAN OTHER
42	Arcan Keesom	Fuss & O'Neill and Resident	arcan.j.keesom@gmail.com	NEIGHBOR SOCIAL MEDIA SPRINGFLD REPUBLICAN OTHER
43	Jim Rivera	MA Parents United Resident	413-504-8618	NEIGHBOR SOCIAL MEDIA SPRINGFLD REPUBLICAN OTHER <i>C3 meeting</i>
44	Jeremy Cole	Resident	jcole108@gmail.com	NEIGHBOR SOCIAL MEDIA SPRINGFLD REPUBLICAN OTHER
45	WALTER MANTAN	ATM, Inc. (STENOGRAPHER)	413-789-1201 NEWNTRP@Y.S @AOL.COM	NEIGHBOR SOCIAL MEDIA SPRINGFLD REPUBLICAN OTHER



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Name (Please Print)	Affiliation	Phone and/or Email Address	How did you learn of this meeting? Please circle all that apply or write in a response
6 Susan Page	Way Funders	233-1727 322 Main St Learned from Springfield Built Environment	NEIGHBOR SOCIAL MEDIA SPRINGFLD REPUBLICAN OTHER <u>interested</u>
7 GRACE LAROCHELLE	BRANCH MANAGER at FOREST PARK LIBRARY	glarochelle@springfieldlibrary.org	NEIGHBOR SOCIAL MEDIA SPRINGFLD REPUBLICAN OTHER
8 BRYAN SLACK	MASSDOT / ROW	508 929-3818	NEIGHBOR SOCIAL MEDIA SPRINGFLD REPUBLICAN OTHER
9 ANDREW SATASKA	Neighbor	galaska1@yahoo.com	NEIGHBOR SOCIAL MEDIA SPRINGFLD REPUBLICAN OTHER
10 Peter Dr. Jura	Neighbor	CincSbc @ gmail	NEIGHBOR SOCIAL MEDIA SPRINGFLD REPUBLICAN OTHER



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	Name (Please Print)	Affiliation	Phone and/or Email Address	How did you learn of this meeting? Please circle all that apply or write in a response
1	Tom Currier	Highway Division – Roadway Project Management	857-368-9348 Thomas.h.currier@dot.state.ma.us	MASSDOT
2	Deborah Weikert		413-734-1001 grumpy4765@aol.com	<input checked="" type="checkbox"/> NEIGHBOR <input type="checkbox"/> SOCIAL MEDIA <input type="checkbox"/> LOCAL NEWSPAPER <input type="checkbox"/> SPRINGFLD REPUBLICAN <input type="checkbox"/> MASSDOT <input type="checkbox"/> OTHER <u>sector H</u>
3	Irene A. Fontaine		413 736-5656	<input checked="" type="checkbox"/> NEIGHBOR <input type="checkbox"/> SOCIAL MEDIA <input type="checkbox"/> LOCAL NEWSPAPER <input type="checkbox"/> SPRINGFLD REPUBLICAN <input type="checkbox"/> MASSDOT <input type="checkbox"/> OTHER <u>sector H</u>
4	Wendy Freels	Trinity United Methodist Church	413-737-5311 x202 wendy@trinityspringfield.org	<input checked="" type="checkbox"/> NEIGHBOR <input type="checkbox"/> SOCIAL MEDIA <input type="checkbox"/> LOCAL NEWSPAPER <input type="checkbox"/> SPRINGFLD REPUBLICAN <input type="checkbox"/> MASSDOT <input type="checkbox"/> OTHER
5	Deborah Huber	WakBike Seanybill	walbrezzeg@yahoo.com	<input type="checkbox"/> NEIGHBOR <input checked="" type="checkbox"/> SOCIAL MEDIA <input type="checkbox"/> LOCAL NEWSPAPER <input type="checkbox"/> SPRINGFLD REPUBLICAN <input type="checkbox"/> MASSDOT <input type="checkbox"/> OTHER <u>MASSDOT</u>



PUBLIC HEARING SIGN-IN SHEET

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Hearing Date: 09/17/2019

Facilitator: MASSDOT - HIGHWAY DIVISION

Place/Room: Springfield Forest Park Middle School

	Name (Please Print)	Affiliation	Phone and/or Email Address	How did you learn of this meeting? Please circle all that apply or write in a response
26	Nancy + Tom Moriarty	neighbor	moriartytn@gmail.com	<input checked="" type="checkbox"/> NEIGHBOR <input type="checkbox"/> SOCIAL MEDIA <input type="checkbox"/> SPRINGFLD REPUBLICAN <input type="checkbox"/> OTHER <input type="checkbox"/> CITY/TOWN <input type="checkbox"/> LOCAL NEWSPAPER <input type="checkbox"/> MASSDOT
27	BEATRE BOLEN	FPCA	BEATRE BOLEN@GMAIL.COM	<input checked="" type="checkbox"/> NEIGHBOR <input type="checkbox"/> SOCIAL MEDIA <input type="checkbox"/> SPRINGFLD REPUBLICAN <input type="checkbox"/> OTHER <input type="checkbox"/> CITY/TOWN <input type="checkbox"/> LOCAL NEWSPAPER <input type="checkbox"/> MASSDOT
28	Vicki Onofri	FPCA	VickiOnofri@aol.com	<input checked="" type="checkbox"/> NEIGHBOR <input type="checkbox"/> SOCIAL MEDIA <input type="checkbox"/> SPRINGFLD REPUBLICAN <input type="checkbox"/> OTHER <input type="checkbox"/> CITY/TOWN <input type="checkbox"/> LOCAL NEWSPAPER <input type="checkbox"/> MASSDOT
29	Eric Brown	NEIGHBOR BUSINESS OWNER	eric_brown_710@msn.com	<input checked="" type="checkbox"/> NEIGHBOR <input type="checkbox"/> SOCIAL MEDIA <input type="checkbox"/> SPRINGFLD REPUBLICAN <input type="checkbox"/> OTHER <input type="checkbox"/> CITY/TOWN <input type="checkbox"/> LOCAL NEWSPAPER <input type="checkbox"/> MASSDOT
30	Alex Weck	Walk/Bike Spfld. MassBike	alex@MassBike.org	<input checked="" type="checkbox"/> NEIGHBOR <input type="checkbox"/> SOCIAL MEDIA <input type="checkbox"/> SPRINGFLD REPUBLICAN <input type="checkbox"/> OTHER <input type="checkbox"/> CITY/TOWN <input type="checkbox"/> LOCAL NEWSPAPER <input type="checkbox"/> MASSDOT



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Name (Please Print)	Affiliation	Phone and/or Email Address	How did you learn of this meeting? Please circle all that apply or write in a response
31 Claralee Sherrard	Neighbor	413-737-5021 Claralee Sherrard @ gmail.com	NEIGHBOR CITY/TOWN SOCIAL MEDIA LOCAL NEWSPAPER SPRINGFLD REPUBLICAN MASSDOT OTHER
32 Tim Sherrard	Neighbor TUMC Member	413-737-5021 tim.sherrard@qmail.com	NEIGHBOR CITY/TOWN SOCIAL MEDIA LOCAL NEWSPAPER SPRINGFLD REPUBLICAN MASSDOT OTHER TUMC
33 Norman Bliss	Neighbor	nobliss@blissweb.org	NEIGHBOR CITY/TOWN SOCIAL MEDIA LOCAL NEWSPAPER SPRINGFLD REPUBLICAN MASSDOT OTHER
34 Danville Easton	Reminder Publishing	danville@the reminder .com	NEIGHBOR CITY/TOWN SOCIAL MEDIA LOCAL NEWSPAPER SPRINGFLD REPUBLICAN MASSDOT OTHER
35 Sheila McElwaino	walkBike Springfield neighbor	788-8898 sheila.mcelwaino@ comcast.net	NEIGHBOR CITY/TOWN SOCIAL MEDIA LOCAL NEWSPAPER SPRINGFLD REPUBLICAN MASSDOT OTHER walkBike



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Place/Room: Springfield Forest Park Middle School

Name (Please Print)	Affiliation	Phone and/or Email Address	How did you learn of this meeting? Please circle all that apply or write in a response
Jesus Sanchez	P.V.T.A.	jesus.pvtransit.com (413) 732-2161 ext 3833	NEIGHBOR SOCIAL MEDIA SPRINGFLD REPUBLICAN OTHER <input checked="" type="checkbox"/>
Amy Gustman	Concerned citizens	amygustman@yahoo.com	NEIGHBOR <input checked="" type="checkbox"/> SOCIAL MEDIA SPRINGFLD REPUBLICAN MASSDOT
Denny White	FPCA	Toni @me.com	NEIGHBOR SOCIAL MEDIA SPRINGFLD REPUBLICAN MASSDOT
Jane Hetzel	Neighbor FPCA	Jmchetz@comcast.net	NEIGHBOR SOCIAL MEDIA SPRINGFLD REPUBLICAN MASSDOT
Jim Schreffler	Resident - E.F.P.	JPS-SPD@comcast.net	OTHER <u>Webb Bike Springfield</u> NEIGHBOR SOCIAL MEDIA SPRINGFLD REPUBLICAN MASSDOT



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	Name (Please Print)	Affiliation	Phone and/or Email Address	How did you learn of this meeting? Please circle all that apply or write in a response
11	Mike & Wendy Regan	Neighbor	413-739-5804 wendy.l.regan@gmail.com	NEIGHBOR SOCIAL MEDIA SPRINGFLD REPUBLICAN OTHER <u>Trinity Church website</u>
12	Bao Lang	MassDOT		NEIGHBOR SOCIAL MEDIA SPRINGFLD REPUBLICAN OTHER
13	Stefan Sank	DPW Springfield	(413) 750-2705 ss2ulc@springfieldcity-hall.com	NEIGHBOR SOCIAL MEDIA SPRINGFLD REPUBLICAN OTHER
14	Robert Klupa	Neighbor	413-335-4991	NEIGHBOR SOCIAL MEDIA SPRINGFLD REPUBLICAN OTHER
15	Joel Saver	Neighbor	561-900-2186	NEIGHBOR SOCIAL MEDIA SPRINGFLD REPUBLICAN OTHER



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Place/Room: Springfield Forest Park Middle School

	Name (Please Print)	Affiliation	Phone and/or Email Address	How did you learn of this meeting? Please circle all that apply or write in a response
46	William Malloy	RE Greenfield Springfield	413-539-8278 Atymalloy@gmail.com	NEIGHBOR SOCIAL MEDIA SPRINGFLD REPUBLICAN OTHER
47	Scott Hanson	City of Springfield	shanson@springfield.com	NEIGHBOR SOCIAL MEDIA SPRINGFLD REPUBLICAN OTHER
48	Paul Martin		PaulMartin46@gmail.com	NEIGHBOR SOCIAL MEDIA SPRINGFLD REPUBLICAN OTHER
49				NEIGHBOR SOCIAL MEDIA SPRINGFLD REPUBLICAN OTHER
50				NEIGHBOR SOCIAL MEDIA SPRINGFLD REPUBLICAN OTHER



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	Name (Please Print)	Affiliation	Phone and/or Email Address	How did you learn of this meeting? Please circle all that apply or write in a response
21	Chad Thompson	Neighbor Trusty Council	Thompson est 57 @ gmail.com	NEIGHBOR SOCIAL MEDIA SPRINGFLD REPUBLICAN OTHER
22	Jacqueline Pleet	Neighbor FPCA Board	jpleet@gmail.com	NEIGHBOR SOCIAL MEDIA SPRINGFLD REPUBLICAN OTHER FPCA
23	Wayne Nelson	Neighbor & FPCA Board	nekonwagne14@ yahoo.com	NEIGHBOR SOCIAL MEDIA SPRINGFLD REPUBLICAN OTHER Forest Park Middle School
24	Tim Ryan	Spide	PRESTELAW. com	NEIGHBOR SOCIAL MEDIA SPRINGFLD REPUBLICAN OTHER
25	Mark Hambley	FPCA	AMBONAN@DOL.COM	NEIGHBOR SOCIAL MEDIA SPRINGFLD REPUBLICAN OTHER



PUBLIC HEARING SIGN-IN SHEET

Project: SPRINGFIELD – Sumner Ave., Dickson Street, Belmont Ave., Project Info No. 608717

Hearing Date: 09/17/2019

Facilitator: MASSDOT – HIGHWAY DIVISION

Place/Room: Springfield Forest Park Middle School

	Name (Please Print)	Affiliation	Phone and/or Email Address	How did you learn of this meeting? Please circle all that apply or write in a response
36	Jeremys Cole	neighbor	731-9410 59 Meredith St Springfield 01108	NEIGHBOR SOCIAL MEDIA SPRINGFLD REPUBLICAN OTHER
37	Ren Shea	city council	413.530.6773 Ren@attorneykenskies.com	NEIGHBOR SOCIAL MEDIA SPRINGFLD REPUBLICAN OTHER
38	Susan Joel	neighbor	230 Washington Blvd SPFD susanjoel17@gmail.com	NEIGHBOR SOCIAL MEDIA SPRINGFLD REPUBLICAN OTHER
39	Tim+Lisa Dunley	Resident	106 Bremen St SPfld. 01108 ldunley526@gmail.com	NEIGHBOR SOCIAL MEDIA SPRINGFLD REPUBLICAN OTHER
40	Ann Klenakis	Resident	196 Forest Park SPfld Mass. ann.klenakis@gmail.com	NEIGHBOR SOCIAL MEDIA SPRINGFLD REPUBLICAN OTHER

Holland, Shawn S. (DOT)

From: Lang, Bao D. (DOT)
Sent: Thursday, September 26, 2019 11:54 AM
To: Holland, Shawn S. (DOT)
Cc: Masse, Richard J. (DOT); Simmons, Paula K. (DOT)
Subject: FW: The X redesign feedback
Attachments: MassBikePV X Redesign Letter 20190926.pdf

fyi

From: Alex Weck <alex@massbike.org>
Sent: Thursday, September 26, 2019 11:50 AM
To: Leavenworth, Patricia (DOT) <Patricia.Leavenworth@dot.state.ma.us>; DOT Feedback Highway <DOTFeedbackHighway@dot.state.ma.us>
Cc: Galen Mook <galen@massbike.org>
Subject: The X redesign feedback

Ms Leavenworth et. al:

Please see the attached requested changes to The X's ongoing redesign from MassBike's Springfield membership.

We highly recommend an additional forum with regards to preservation of historic tree assets and bikeways along Sumner Ave between Forest Park and The X business district.

MassBike would be happy to assist with organizing a forum to include all affected parties as we do believe a pareto equilibrium compromise can be reached for neighbors, business owners, religious communities, cyclists, pedestrians, and motorists.

Don't hesitate to let me know of any questions.

Best Regards,
-Alex

--
H. Alex Weck
President
Pioneer Valley Chapter
Massachusetts Bicycle Coalition
413.271.7293

September 26, 2019

Patricia Leavenworth, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Roadway Project Management Section

Dear Ms. Leavenworth

The members of the Massachusetts Bicycle Commission (MassBike) would like to make the following written comments on the Sumner Ave at Belmont Ave and Dickinson Street (The X) Intersection and Related Improvements Project (Project File No. 608717). Some members of our group attended the public hearing on September 17, 2019 and provided spoken comments.

With the acceleration of climate change upon us, we strongly recommend MassDOT and the City of Springfield refocus on details of bike and pedestrian infrastructure.

We provide a handful of recommendations below:

1) Minimize the removal of mature trees on the section of Sumner Avenue along Forest Park, Trinity Church, and nearby properties by removing the bicycle lane on the south side (eastbound travel) of Sumner Ave and constructing instead an enhanced multi-use path (MUP) for both pedestrians and bicycles in place of the existing sidewalk south side of Sumner. We suggest that, within Forest Park, the additional necessary width to create the path can extend south towards the park, where there is currently a strip of lawn. This will reduce conflicts with utilities and avoid the removal of trees in the tree belt. Trinity Church has objected to the removal of trees in front of its land, and as a result, might agree to allow the widening of the sidewalk in front of the church if those trees can be saved. We suggest retaining the eastbound bike lane in the design wherever the MUP cannot be accommodated. We suggest that an MUP is quite feasible between Main Greeting Road and Continental Street, and may be possible further east to Parkwood St with careful design.

IN ORDER TO BEST ADDRESS ALL INTERESTED PARTIES' CONCERNS, WE HIGHLY RECOMMEND YOU HOST ANOTHER FEEDBACK SESSION INCLUDING MASSBIKE, WALK/BIKE SPRINGFIELD, TRINITY CHURCH, SUMNER AVE ABUTTERS, AND ANY OTHER REGISTERED PARTIES.

2) To reduce the need to widen Sumner Avenue, reduce the width of the inner travel lane to 10 feet. According to the NACTO Urban Street Design Guide, "For multi-lane roadways where transit or freight vehicles are present and require a wider travel lane, the wider lane should be the outside lane (curbside or next to parking).... Inside lanes should continue to be designed at the minimum possible width. Lane widths of 10 feet are appropriate in urban areas and have a positive impact on a street's safety without impacting traffic operations. For designated truck or transit routes, one travel lane of 11 feet may be used in each direction."

3) The distance between crosswalks at the west end of the project (Main Greeting Road to Oakland St.) is too great. (The distance from Main Greeting Road to Oakland and Forest Park Ave is about 490 feet and 960 feet, respectively.) As numerous PVT bus riders exit

along these stretches there should be a crosswalk with rapid flashing beacon at Sumner Terrance across from the entrance to Forest Park.

4) The distance for pedestrians to walk between crosswalks is too great between Oakland and Cliftwood (about 1,000 feet). Add a crosswalk with a flashing beacon near the bus stop at Beaumont.

5) Stripe a crosswalk across all sides of the Cliftwood/Sumner intersection. The design currently does not provide for a crosswalk on the western side.

6) Eliminate the counter-flow bicycle lane on Belmont and add the bicycle lane instead of sharrows on the right side of Belmont traffic flow. Springfield currently has an issue with rider miseducation resulting in numerous cyclists riding against traffic.

7) Again, too long a distance exists between pedestrian crossings east of the X, from Dickinson St and Ormond St. (About 700 feet). Add a crosswalk at Ventura, as there is considerable pedestrian activity in this commercial area and again a bus stop.

8) The multi-use path through Forest Park needs lighting to improve safety at night. Lighting is currently provided in the design, but at least one commenter at the public hearing objected to it. Law enforcement will be able to safely monitor the path when lit.

9) It is a common theme at MassDOT public hearings that commenters complain about perceived poor notification about the hearing. We kindly request that pioneervalley@massbike.org be notified of all MassDOT public hearings

10) We would like information on how MassDOT will keep the public informed of future design changes, and how the public can comment on such changes.

Thank you for your action on these comments.

Best Regards,



H. Alex Weck
President
Pioneer Valley Chapter
Massachusetts Bicycle Coalition
77 Somerset St, Springfield
413.271.7293

ecc: Chris Cignoli, City of Springfield DPW
Shawn Holland, Project Manager, MassDOT

Holland, Shawn S. (DOT)

From: Gray, Charles H. <cgray@massmutual.com>
Sent: Wednesday, September 18, 2019 4:51 PM
To: DOT Feedback Highway
Cc: ccignoli@springfieldcityhall.com; Holland, Shawn S. (DOT)
Subject: The "X" Revitalization -- Project File No. 608717
Attachments: 0544_001.pdf

Thank you again for hosting the public hearing last night. Attached please find a copy of Trinity United Methodist Church's comments on Project File Number 608717. The original will follow via U.S. Mail.

Charles Gray, CLU®, ChFC®
Head of MML Insurance Agency

T: (413) 744-1514
C: (413) 302-5500
E: cgray@massmutual.com

MassMutual

1295 State Street | MIP C125 | Springfield, MA 01111

Registered Principal of MML Investors Services, LLC, a MassMutual subsidiary
Supervisory Office 1295 State Street, Springfield, MA 01111 (413) 788-8411

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Massachusetts Mutual Life Insurance Company (MassMutual), Springfield, MA 01111-0001,
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TRINITY UNITED METHODIST CHURCH

361 Sumner Avenue, Springfield, MA 01108

Phone: 413-737-5311

September 18, 2019

SENT VIA U.S. MAIL AND EMAIL

RECEIVED

Patricia A. Leavenworth, P.E.
Chief Engineer
MassDOT – Highway Division
10 Park Plaza
Boston, MA 02116-3973

OCT 04 2019

MassDOT
PROJECT MANAGEMENT

Dot.feedback.highway@state.ma.us

Re: *Reconstruction of Sumner Avenue at Dickson Street and Belmont Avenue, Springfield (The "X"). Project File No. 608717*

Dear Ms. Leavenworth:

I write on behalf of Trinity United Methodist Church ("Trinity Church"). I thank you for taking the time to host a Design Public Hearing last night at the Forest Park Middle School. We appreciate the presentations as well as the information that has been provided on the Springfield Public Works website. As I noted last night, we appreciate and applaud the goals of improving the safety around the X and Forest Park. At the same time, we have some concerns with the plans as currently proposed.

As you may be aware, Trinity Church has a longstanding and historic relationship with the City of Springfield and been a long-time friend and good neighbor to the Forest Park community. Trinity Church's congregation is made up of over 700 members, the overwhelming majority living in a close geographic distance to Trinity Church. In addition, Trinity Church is home to numerous groups who regularly and routinely use our facilities – including, Trinity Nursery School and Kindergarten ("TNSK"), Justice for our Neighbors, SPARK After School Program, Boy Scouts, Mobile Food Bank, Residents Encounter Christ, Forest Park Alcoholics Anonymous, St. Augustine Group, two other congregations, Relay for Life, Jewish Family Services, Urban Potential, etc. Our facilities are used by the local community 365 days a year and by hundreds of guests and friends of Trinity Church.

Based upon what I heard at last night's hearing, as well as a review of the rendering and associated documents on the Springfield Public Works website, below please find some initial concerns. These are preliminary observations, are not intended to be an exclusive listing, and are provided in a spirit of opening a dialogue with you to determine how best to address them.

In Front of Trinity Church (Sumner Avenue Side)

- The rendering does not have a turning lane for Westbound Sumner Avenue traffic into Continental Street, making it impossible to enter our parking lot approaching Westbound on Sumner Avenue. Similarly, the inability to take a left hand turn from Continental Street onto Sumner Avenue, would significantly disrupt Trinity Church's membership, TNSK students and families, the various groups that use Trinity Church on a regular basis and our respective guests

- Taking any land from the tree belt on Sumner Avenue could eliminate on street parking – negatively impacting our congregation and community who regularly utilize Trinity Church’s building
- The general aesthetics of Trinity Church would be adversely impacted including reduced use of our front lawn, and potential loss of beautiful old trees, etc.
- The Trinity Church exit across from Oakland Street does not appear to be addressed in the rendering (including traffic lights and signage). Specifically, the current light at the intersection of Oakland and Sumner Avenue (and the side exit of Trinity Church) only has a three-way traffic signals, and not a four-way traffic signal for the intersection that exists.

Behind Trinity Church

- The creation of a Trafton Road walking/bike path connecting Dickinson Street to Sumner Avenue (extending Cliffwood Street from Dickinson to run parallel to Sumner Avenue behind Trinity Church could have potential negative impacts to Trinity Church including: potential for increased vandalism, trespass, etc.
- At this point, we do not understand what the mitigating measures Springfield may employ to address the potential “attractive nuisance”.

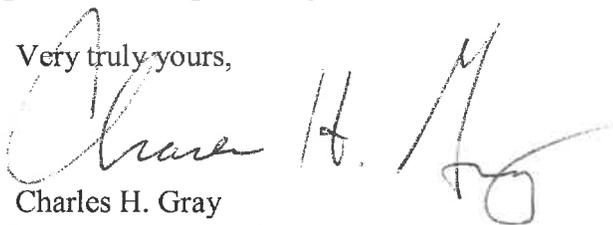
Miscellaneous Concerns

- It is unclear how these plans will impact fire lanes – both in front of, beside and behind Trinity Church. This could adversely impact large vehicle’s access and egress, including Mobile Food Bank trucks, Fire/Safety vehicles, etc.
- Trinity Church will likely be negatively impacted by general construction disturbance, inconvenience, etc. before/during and after construction.

The above items are provided in a spirit of cooperation and we welcome an open dialogue with the City and/or MassDOT to enhance/improve the safety of Forest Park. After you have had a chance to review our concerns, I would appreciate an opportunity for the City of Springfield, Trinity Church, MassDOT and/or the Springfield Park and Rec Department to partner to achieve a mutually agreeable solution(s) that will address our concerns.

Thank you for the opportunity to engage in this dialogue with you.

Very truly yours,



Charles H. Gray
 President, Board of Trustees
 Trinity United Methodist Church
cgray@massmutual.com
 413-302-5500

Cc:

Christopher Cignoli, P.E. Director of Public Works, Springfield – ccignoli@springfieldcityhall.com
 Shawn Holland, Project Manager, MassDOT – shawn.holland@state.ma.us

Jim Scheffler
101 Perkins Street
Springfield, MA 01118

September 30, 2019

Patricia Leavenworth, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Roadway Project Management Section

Dear Ms. Leavenworth

I would like to make the following written comments on the Sumner Ave at Belmont Ave and Dickinson Street (The X) Intersection and Related Improvements Project (Project File No. 608717). I am a member of the local advocacy group known as WalkBike Springfield. Along with some other members of our group, I attended the public hearing on September 17, 2019 and provided spoken comments.

1) The distance between crosswalks at the west end of the project (Main Greeting Road to Oakland) is too great. (The distance from Main Greeting Road to Oakland and Forest Park Ave is about 490 feet and 960 feet, respectively.) There should be a crosswalk with a flashing beacon (at a minimum) at Sumner Terrance across from the entrance to Forest Park.

2) Minimize the removal of mature trees on the section of Sumner along Forest Park by removing the bicycle lane on the south side as described below and instead constructing an enhanced multi-use path (MUP) for both pedestrians and bicycles on the south side of Sumner. This MUP would replace the existing sidewalk. Within Forest Park, the additional necessary width to create the path can be built on the south side of the existing sidewalk, where there is currently a strip of lawn. This will reduce conflicts with utilities and avoid the removal of trees in the tree belt. Trinity Church has objected to the removal of trees in front of its land, and as a result, might agree to allow the widening of the sidewalk in front of the church, if those trees can be saved. The south bike lane should be retained in the design wherever the MUP cannot be accommodated. A MUP appears to be feasible between Main Greeting Road and Continental Street, at a minimum.

3) To reduce the need to widen Sumner, reduce the width of the inner travel lane to 10 feet. According to the NACTO Urban Street Design Guide, "For multi-lane roadways where transit or freight vehicles are present and require a wider travel lane, the wider lane should be the outside lane (curbside or next to parking)... Inside lanes should continue to be designed at the minimum possible width. Lane widths of 10 feet are appropriate in urban areas and have a positive impact on a street's safety without impacting traffic operations. For designated truck or transit routes, one travel lane of 11 feet may be used in each direction."

4) The distance for pedestrians to walk between crosswalks is too great between Oakland and Cliftwood (about 1,000 feet). Add a crosswalk with a flashing beacon (at a minimum) near the bus stop at Beaumont.

5) Stripe a crosswalk across the entire Cliftwood/Sumner intersection. The design currently does not provide for a crosswalk on the western side.

6) Eliminate the counter-flow bicycle lane on Belmont and place a bicycle lane (instead of sharrows) on the right side of Belmont, in the direction of traffic. If the counter-flow bicycle lane is retained, the entrance to the lane from the roundabout north of the X must be redesigned. The

current design requires cyclists to negotiate a very sharp turn in the same space as motor vehicles entering the roundabout from Belmont.

7) The distance for pedestrians to walk between crosswalks is too great east of the X between Dickinson St and Ormond St. (About 700 feet). Add a crosswalk at Ventura, as there is considerable pedestrian activity in this commercial area. A bus stop is also located there.

8) The multi-use path through Forest Park needs lighting to improve safety at night. Lighting is currently provided in the design, but at least one commenter at the public hearing objected to it.

9) It is a common theme at MassDOT public hearings that commenters complain about poor notification of the hearing. Specifically, that written notification is typically limited to a legal notice in one or two local newspapers. This issue came up again at this hearing. Although a legal notice is a required part of public notice, I would suggest that additional outreach regarding public hearings can be accomplished through two simple zero-cost steps: (1) Contact information for all neighborhood councils in Springfield can be found on a single City website page. An email to the neighborhood council in the affected neighborhood(s) at least one month in advance of the hearing will likely result in an announcement at the next scheduled meeting and/or outreach by the council to its members regarding the hearing. (2) Nextdoor.com is a free web service that is organized by neighborhoods. There is likely a Nextdoor.com group for every neighborhood (or town, for small towns that may not have multiple neighborhoods) in Massachusetts. MassDOT can post hearing notifications specific to the municipalities or neighborhoods affected by a project, which will appear on neighborhood- or town-specific web pages and emailed to Nextdoor.com members who elect to receive email updates. Using these simple, zero-cost resources will vastly increase the reach of MassDOT's communications regarding public hearings.

10) I would like information on how MassDOT will keep the public informed of future design changes, and how the public can comment on such changes.

Thank you for your consideration of these comments.

Sincerely,
Jim Scheffler

ecc: Chris Cignoli, City of Springfield DPW
Shawn Holland, Project Manager, MassDOT

Holland, Shawn S. (DOT)

From: MassDOT Highway Call Center Customer Service
Sent: Thursday, September 26, 2019 1:20 PM
To: DOT Feedback District2; Holland, Shawn S. (DOT)
Cc: Souza, Margo J. (DOT)
Subject: FW: Forest Park X Feedback

From: Laura Masulis [mailto:lauramasulis@gmail.com]
Sent: Thursday, September 26, 2019 12:16 PM
To: DOT Feedback Highway <DOTFeedbackHighway@dot.state.ma.us>
Subject: Forest Park X Feedback

Dear Ms. Patricia Leavenworth,

I would like to make the following written comments on the Sumner Ave at Belmont Ave and Dickinson Street (The X) Intersection and Related Improvements Project (Project File No. 608717). I strongly recommend MassDOT and the City of Springfield refocus on details of bike and pedestrian infrastructure throughout this project.

Specific areas of concern:

1) **Please construct instead a separated multi-use path (MUP) for both pedestrians and bicycles on the south side of Sumner by widening existing sidewalk along the park.** This would eliminate the need for an east bound bike lane and would **minimize the removal of mature trees** on the section of Sumner Avenue along Forest Park, Trinity Church, and nearby properties. This approach would also avoid the need to widen the existing roadway. A multi-use path could stretch between Forest Park Ave and Parkwood Street and would minimize the need for the proposed path behind Trinity church. Please note: any pedestrian paths or crosswalks in the project should be well lit. According to the Mass Highway addition 11.4.1.1 on shared use paths, "In certain instances, a reduced width of 8 feet may be acceptable where there are severe environmental, historical, and/or structural constraints."

2) **Reduce the width of the inner travel lane to 10 feet** in order to reduce the need to widen Sumner Avenue. According to the NACTO Urban Street Design Guide, "For multi-lane roadways where transit or freight vehicles are present and require a wider travel lane, the wider lane should be the outside lane (curbside or next to parking)... Inside lanes should continue to be designed at the minimum possible width. Lane widths of 10 feet are appropriate in urban areas and have a positive impact on a street's safety without impacting traffic operations. For designated truck or transit routes, one travel lane of 11 feet may be used in each direction."

3) **Reduce the distance between pedestrian crossings by adding additional crosswalks and flashing lights at the following locations:**

- **Sumner Terrance across from the entrance to Forest Park** - The distance between crosswalks at the west end of the project (Main Greeting Road to Oakland St.) is too great. As numerous PVTA bus riders exit along these stretches there should be a crosswalk with rapid flashing beacon at Sumner Terrance across from the entrance to Forest Park.

- **Beaumont St bus stop** - The distance for pedestrians to walk between crosswalks is too great between Oakland and Cliftwood (about 1,000 feet). Add a crosswalk with a flashing beacon near the bus stop at Beaumont.
- **Cliftwood & Sumner in all directions** - Stripe a crosswalk across all sides of the Cliftwood/Sumner intersection. The design currently does not provide for a crosswalk on the western side.
- **Ventura st-** Again, too long a distance exists between pedestrian crossings east of the X, from Dickinson St and Ormond St. (About 700 feet). Add a crosswalk at Ventura, as there is considerable pedestrian activity in this commercial area and again a bus stop.

Thank you for considering these important changes.

Warm regards,
Laura Masulis
Resident
77 Somerset St Springfield

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

Springfield, MA
Sumner Ave at Belmont Ave and Dickinson Street (The X) Intersection and Related
Improvements Project
Project File No. 608717

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Patricia A. Leavenworth, P.E., Chief Engineer
MassDOT – Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Roadway Project Management Section

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing.

PLEASE TYPE OR PRINT LEGIBLY.

Name: Peter DeLuca Title: self
Organization: self (364 Belmont #26)
Address: PO BOX 3666 ← mail to ←
SPRINGFIELD MASS 01101

Hello

Please Consider the following Responses suggestions of your traffic design plan. (redesign).

Your goal is to improve, integrate, accessibility to Motor Vehicle traffic, to pedestrians and to increase the flow of Business for every one.

3 key items that would be affected as I see # 1.

The hindrance / interference of emergency response Vehicles (i.e.) Fire Engines, traveling South on Belmont and Your in effect one way design opposing their access to Summer Ave means minutes delay for Access to the entire neighborhood of emergency vehicles. Our local Engine house (2) Relys on Belmont Avenue to get to Whole Sections of Forest Park their next access Point to Belmont would be on Ken Wood terrace from Summer. And its a Street not wide enough to Accomodate One Engine and One Aerial Ladder truck. Belmont Avenue is their key Access Route to an Entire Section of Low-income old buildings and old people Poor Inner-City People w/ a generated blockage of help.

RECEIVED

SEP 27 2019

MassDOT
PROJECT MANAGEMENT

Bus Access - There is a (there) is a Bustop² on North bound Side going to South end on Belmont Ave. this Bus stop is Near to CVS and Consuma Auto Parts. People use this Stop to Access stores & pharmacies and to Walk across the Pkg. lot to transfer to the G-1 Route East bound. If you eliminate the Continuance of Belmont North bound by Creating a diversion to Ormond one way and also Creating a turn around at ~~Summer~~ Avenue Belmont and Commonwealth you in effect prohibit Access to two pharmacy pharmacies and other businesses. the bus cannot Be changed with a Left Side exit to Satisfy a Ormond One way st.

Plus IF Tractor trailer trucks RT 83 is a posted via (GPS System) truck Route to E Longmeadow from I-91 and Rt. 21 and they do not use Ormond st to Summer Avenue. Then According to Your Plan the turn a round Roundabout will put 53' 12-Norm-8p Tractor trailer trucks onto Commonwealth Ave.

Next is Summer Avenue at Cliffwood directly across from tip of Cumberland Farms Sidewalk there is no Cross walk to Walk Across Summer Ave at that Point. 2 Spots there Forest Park

Holland, Shawn S. (DOT)

From: MassDOT Highway Call Center Customer Service
Sent: Thursday, September 19, 2019 1:13 PM
To: Holland, Shawn S. (DOT); Sen, Gautam (DOT)
Cc: DOT Feedback District2
Subject: FW: Mass Dot Project File No 608717/The X, Spfld, Ma Proposed Improvement Project

From: Timothy J. Ryan [mailto:tjr@efclaw.com]
Sent: Thursday, September 19, 2019 9:11 AM
To: DOT Feedback Highway <DOTFeedbackHighway@dot.state.ma.us>
Subject: Mass Dot Project File No 608717/The X, Spfld, Ma Proposed Improvement Project

Ladies/Gentleman: As a life long Forest Park Resident and a Spfld City Councilor I attended the Sept 17, 2019 25% Design Public Hearing held at Forest Park Middle School with respect to the above referenced project. My concerns with respect to the proposal are as follows:

- 1) Belmont Ave is a wider and broader street than Dickinson and it seems to have the capacity to carry more vehicles than Dickinson and given the placement of the intersections cars can turn left from Belmont onto Sumner, which is a more difficult maneuver from Dickinson. Closing Belmont interrupts that flow.
- 2) Burlington street can not handle the traffic that would be forced to go down it if the proposed Belmont Ave traffic circle is constructed. The street is too narrow for 2-way traffic, or significant volumes.
- 3) Sumner Ave, please recall this is Dr. Suess neighborhood, he created the Lorax and the Lorax speaks for the Trees. For 20-35 years the City has tried to re-plant and maintain a tree canopy on Sumner Ave, it appears that the proposal would remove many, if not all the trees from Churchill Street eastbound to Pomona. That is simply unacceptable. In place of these trees we get traffic islands (green space) and the offsets on each side of the intersection. It is not a fair exchange. Further the removal of the trees would leave us with a denuded and barren asphalt landscape. Not acceptable.
- 4) The Belmont/Commonwealth Ave rotary is another device that has limited utility to the neighborhood. Essentially, we are surrendering our use, access and control of these streets on a 24/7 basis in the hopes that commuter traffic moves quicker.
- 5) Oakland Street is not an adequate alternative to Belmont Ave. Like Dickinson it is a narrow street and it has a 1000 student school at the Sumner intersection. Mornings and afternoons Oakland St is a place to be avoided. Trying to push outbound traffic through there will simply aggravate any traffic issues.

Thank you.

Timothy J. Ryan
Attorney at Law

Egan, Flanagan and Cohen, P.C.

67 Market Street, P.O. Box 9035
Springfield, Massachusetts 01102-9035

Add to Outlook

Phone: (413)737-0260
tjr@efclaw.com

Fax: (413)737-0121
www.efclaw.com

WalkBike Springfield

Residents working to improve the safety of walking and bicycling in Springfield

September 26, 2019

Patricia Leavenworth, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Roadway Project Management Section

Dear Ms. Leavenworth

The members of WalkBike Springfield would like to make the following written comments on the Sumner Ave at Belmont Ave and Dickinson Street (The X) Intersection and Related Improvements Project (Project File No. 608717). Some members of our group attended the public hearing on September 17, 2019 and provided spoken comments.

1) The distance between crosswalks at the west end of the project (Main Greeting Road to Oakland) is too great. (The distance from Main Greeting Road to Oakland and Forest Park Ave is about 490 feet and 960 feet, respectively.) There should be a crosswalk with flashing beacon at Sumner Terrance across from the entrance to Forest Park – where pedestrian WILL cross!

2) Minimize the removal of mature trees on the section of Sumner along Forest Park by removing the bicycle lane on the south side as described below and constructing instead an enhanced multi-use path (MUP) for both pedestrians and bicycles on the south side of Sumner. This MUP would replace the existing sidewalk. We suggest that, within Forest Park, the additional necessary width to create the path can extend south towards the park, where there is currently a strip of lawn. This will reduce conflicts with utilities and avoid the removal of trees in the tree belt. Trinity Church has objected to the removal of trees in front of its land, and as a result, might agree to allow the widening of the sidewalk in front of the church if those trees can be saved. We suggest retaining the south bike lane in the design wherever the MUP cannot be accommodated. We suggest that an MUP is quite feasible between Main Greeting Road and Continental Street, and may be possible further east to Parkwood St with careful design.

3) To reduce the need to widen Sumner, reduce the width of the inner travel lane to 10 feet. According to the NACTO Urban Street Design Guide, "For multi-lane roadways where transit or freight vehicles are present and require a wider travel lane, the wider lane should be the outside lane (curbside or next to parking).... Inside lanes should continue to be designed at the minimum possible width. Lane widths of 10 feet are appropriate in urban areas and have a positive impact on a street's safety without impacting traffic operations. For designated truck or transit routes, one travel lane of 11 feet may be used in each direction."

4) The distance for pedestrians to walk between crosswalks is too great between Oakland and Cliftwood (about 1,000 feet). Add a crosswalk with a flashing beacon near the bus stop at Beaumont.

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MassDOT
PROJECT MANAGEMENT

5) Stripe a crosswalk across the entire Cliffwood/Sumner intersection. The design currently does not provide for a crosswalk on the western side.

6) Eliminate the counter-flow bicycle lane on Belmont and add the bicycle lane instead of sharrows on the right side of Belmont, in the direction of traffic. If the counter-flow bicycle lane is retained, the entrance to the lane from the roundabout north of the X must be redesigned. The current design requires cyclists to negotiate a very sharp turn in the same space as motor vehicles entering the roundabout from Belmont.

7) Again, too long a distance between pedestrian crossing east of the X, between Dickinson St and Ormond St. (About 700 feet). Add a crosswalk at Ventura, as there is considerable pedestrian activity in this commercial area and again a bus stop.

8) The multi-use path through Forest Park needs lighting to improve safety at night. Lighting is currently provided in the design, but at least one commenter at the public hearing objected to it.

9) It is a common theme at MassDOT public hearings that commenters complain about perceived poor notification about the hearing, specifically that written notification is typically limited to a legal notice in one or two local newspapers. This issue came up again at this hearing. Although we understand that a legal notice is a required part of public notice, we would suggest that additional outreach regarding public hearings can be accomplished through two simple zero-cost steps: (1) Contact information for all neighborhood councils in Springfield can be found on a single City www page. An email to the neighborhood council in the affected neighborhood(s) at least one month in advance of the hearing will likely result in a mention at the next scheduled meeting and/or outreach by the council to its members regarding the hearing. (2) Nextdoor.com is a free www service that is organized by neighborhoods. There is likely a Nextdoor.com group for every neighborhood (or town, for small towns that may not have multiple neighborhoods) in Massachusetts. MassDOT can post hearing notifications specific to the municipalities or neighborhoods affected by a project, which will appear on neighborhood- or town-specific www pages (e.g., <https://www.springfield-ma.gov/planning/index.php?id=neighborhoodcouncils>) and emailed to Nextdoor.com members who elect to receive email updates. Using these simple, zero-cost resources will vastly increase the reach of MassDOT's communication efforts. For the immediate future, the illustrations of the project should be available at the Forest Park Library.

10) We would like information on how MassDOT will keep the public informed of future design changes, and how the public can comment on such changes.

Thank you for your consideration of these comments.

Sincerely,



On behalf of Members of WalkBike Springfield
www.walkbikespringfieldma.org



www.facebook.com/WalkBikeSpringfield/
email: walkbikespringfield@gmail.com

RECEIVED

OCT 04 2019

MassDOT
PROJECT MANAGEMENT